

Economic Impact of Civil Aviation by State

September 2017



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Introduction

“From personal vacations to business meetings, from overnight delivery of time sensitive goods to local air traffic news reports – civil aviation is an essential part of everyday life and commerce in the U.S. Air transportation provides a foundation for businesses and families to connect and re-connect while ensuring economic growth and prosperity.”

— *The Economic Impact of Civil Aviation on the U.S. Economy, November 2016*

In 2014, expenditure related to civil aviation accounted for 5.1 percent of U.S. gross domestic product (GDP), and generated \$1.6 trillion and supported 10.6 million jobs with \$446.8 billion in earnings.¹ At the state level, the economic impact of civil aviation is even more informative, with the intensity of the impact varying by population, number of airports, level of aviation manufacturing, tourism, and other civil aviation related business activities.

This report supplements Federal Aviation Administration’s (FAA) publication *The Economic Impact of Civil Aviation on the U.S. Economy*, released in November 2016. *The Economic Impact Report*, or *The National Report*, presents economic statistics on the impact of the industry on the U.S. economy at the national level for the year 2014. This supplement, also known as *The State Report*, examines the impact of the industry at the state level, and includes an overview of recent economic events, state-level enabling impacts, and FAA spending impacts for 2014.²

The State Report provides snapshots of aviation-related economic activity for all 50 states and the District of Columbia during calendar year 2014.

The report is organized as follows: The first section provides information on what’s new in this report. The second section covers the economic impact of civil aviation on state economies. The third section briefly examines state-level impact by the type of expenditure categories included in *The National Report*. These expenditure categories are: airline operations, airport operations, general aviation, aircraft manufacturing, avionics manufacturing, research and development, air couriers, visitor expenditures (airlines and general aviation), and travel arrangements. State-level estimates of enabling effects, or economic activities which depend on air transportation, appear in the fourth section. Estimates of the impact of FAA spending in each state are presented in the fifth section.

Fifty-one fact sheets, one for each state and the District of Columbia, are in Appendix A.



What's New?

This report incorporates the most recent year (2014) data from the U.S. Department of Commerce (DOC), Department of Transportation (DOT), Department of Labor (DOL), and the National Science Foundation (NSF). The DOC's Census Bureau completed its 2012 Economic Census data collection and reporting. These data were incorporated into the estimates for manufacturing, air couriers, and travel arrangements.

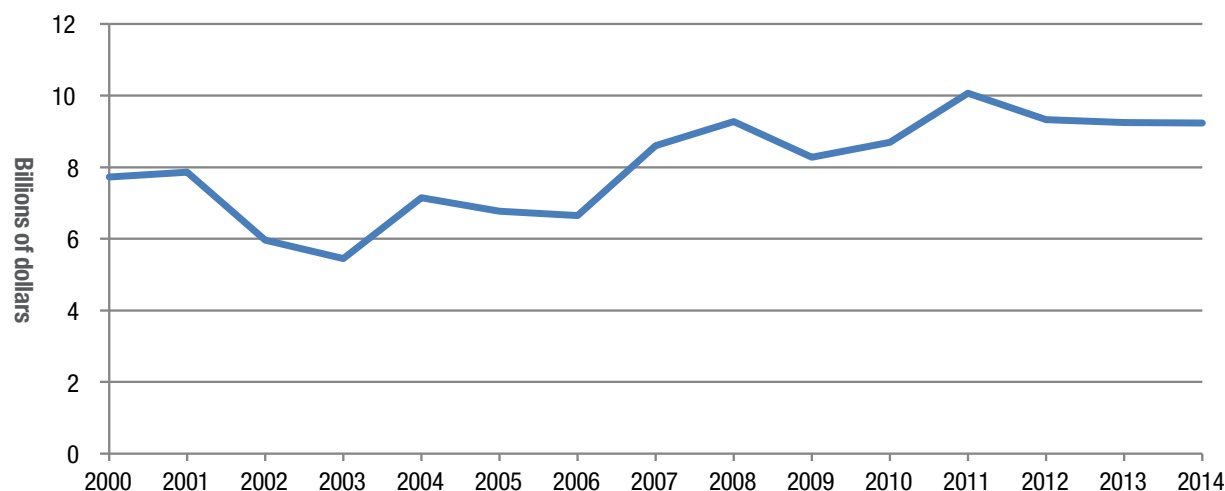
More recent RIMS II multipliers from the Bureau of Economic Analysis (BEA) reflecting the 2007 input-output benchmark table (I-O table) and the most recent annual regional economic accounts are also incorporated in this report. The incorporation of the new I-O table (replacing the previous table from 2002) into the calculation of the new multipliers captured the changes to the structure of the U.S. economy after the Great

Recession. The new multipliers have a marked dampening of output, earnings, and jobs growth reflecting the depth of the economic downturn.

Two new expenditure categories were introduced in the 2016 *National Report*. They are now included in *The State Report* for the first time. The categories are: avionics manufacturing and aviation research and development (R&D). These categories improve the scope of this report by capturing other economic impacts related to civil aviation. R&D is a key element in economic growth and productivity, while avionics manufacturing accounts for new technology and products that are continually being integrated into aircraft.

The category for visitor expenditures is now explicitly separated into expenditures for airlines and general aviation.

Figure 1. Avionics Manufacturing, 2000-2014



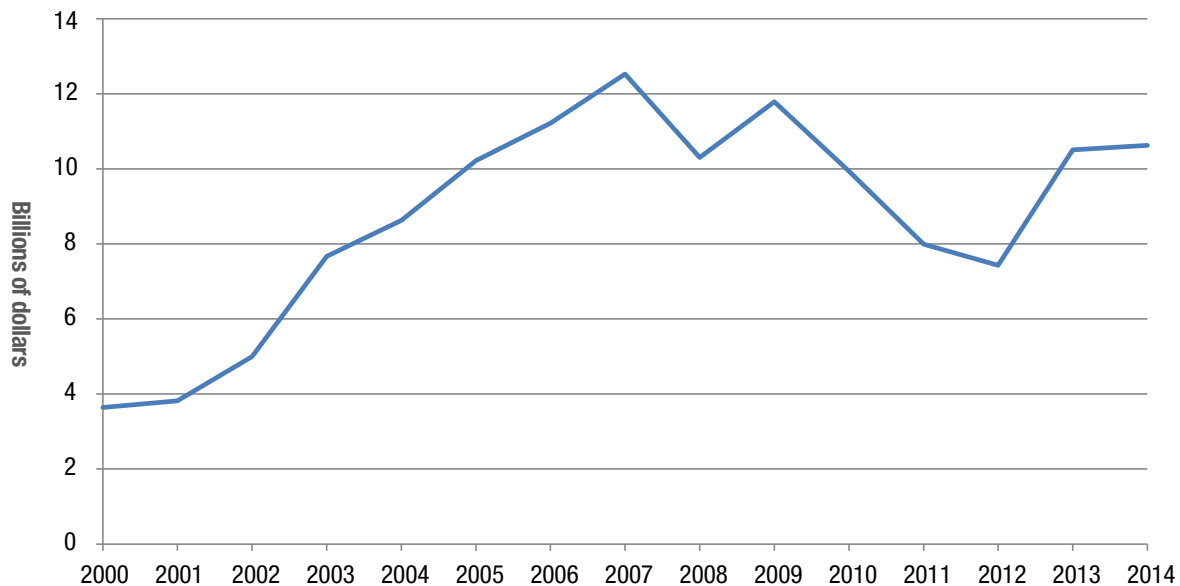
Avionics Manufacturing

Avionics equipment manufacturing is a new category that is included in this report. Prior to the 2016 *National Report*, it was assumed that all avionics equipment were included as part of new aircraft and aircraft manufacturing, and were therefore not accounted for separately. Research shows this was not the case; instead, some new avionics equipment were also used to update or replace older equipment on existing aircraft.³

The avionics data appears on **Figure 1** and includes the years 2000 through 2014. The graph shows in 2014, \$9.2 billion in new avionics

equipment was manufactured in the U.S. and includes newly manufactured equipment (including GPS) used to retrofit, refurbish, or replace avionics on existing aircraft, and new equipment exported to other countries. The methods employed to estimate this series are very similar to those used by the BEA to produce components of the U.S. GDP and components of the U.S. benchmark I-O tables, and are based mainly on data collected by the U.S. Census Bureau in various national surveys.

Figure 2. Civilian Aviation Research and Development, 2000-2014



Civilian Aviation R&D

R&D, which includes innovation, has long been recognized as an important contributor to the economy. As part of the effort to better analyze the effects of R&D on the U.S. economy and improve international comparison of economic accounts, the BEA started to capitalize R&D products as an investment in the measurement of gross domestic product (GDP) starting in 2013.⁴

To be consistent in this report's measure of aviation's contribution to U.S. GDP, R&D estimates have been incorporated into the impact estimates at the state level for the first time.

The primary source of data for the R&D estimates in this report is the NSF's Business R&D and Innovation Survey (BRDIS). The NSF defines R&D as "planned, creative work aimed at discovering

new knowledge or developing new or significantly improved goods and services." In this sense, R&D includes all incidences of innovation conducted by businesses in the production of goods, services, or processes (development).

For this report, R&D conducted by U.S. domestic business in the manufacturing of aircraft and related parts industries — as captured in the NSF Survey — are counted as primary output in the impact estimates.

The estimates of R&D, based on NSF data from 2000-2013 and extrapolated for 2014, are shown in **Figure 2**. In 2014, U.S. domestic businesses spent more than \$10 billion in activities related to aviation R&D and innovation.

State Economic Impact

In addition to providing connectivity and increased accessibility, aviation is important to a state's economic performance because it supports economic output, attracts business and tourism, supports local economic development, and retains jobs that might otherwise be relocated elsewhere.

The state-level estimates that appear in this report are based on the same methodology as the estimates that appear in *The National Report* and represent direct and indirect expenditures on aviation-related economic activities. These direct and indirect expenditures are called primary impacts. Civil aviation-related economic activities include: airline operations, airport operations, general aviation, aircraft-related manufacturing, air couriers, visitor expenditures, and travel arrangements. These state-level primary expenditures are entered into the Regional Input-Output Modeling System (RIMS II) for each state to produce estimates of the secondary effects of the expenditures on economic output, earnings, and jobs.⁵ The secondary impacts, or induced impacts, comprise spending by businesses and individuals who receive aviation-related direct and indirect expenditures as revenue or earnings.

The sum of the primary and secondary impacts equals the total economic impact of civil aviation on a state's economy. Based on multipliers provided by the RIMS II model, an estimate of value-added activities within the civil aviation sector is used to identify the contribution of civil aviation-related economic activity. This measure is reported as a percent of state GDP, representing aviation's contribution to the state's economy.⁶

Total economic impact on output by state (including the District of Columbia) appears in **Table 1** (column 2). Data on earnings, value added, and jobs generated by the aviation industry also appear in the table (columns 3, 4, and 5). Other information in **Table 1** includes contributions of aviation to state GDP and aviation-related jobs as a percent of total jobs (columns 6 and 7). Information on output (economic activity), earnings, jobs, and contribution to state GDP can also be found in the state fact sheets (Appendix A).

Table 1 – Economic Impacts of Civil Aviation by State, Calendar Year 2014

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ⁷
Alabama	6,532	1,710	3,492	48,127	1.8%	1.9%
Alaska	5,677	1,569	3,071	39,002	5.3%	8.5%
Arizona	40,199	10,687	22,258	262,336	7.9%	7.6%
Arkansas	5,330	1,300	2,780	33,751	2.4%	2.1%
California	175,724	48,408	98,107	1,051,195	4.2%	4.8%
Colorado	28,996	8,020	16,258	203,912	5.3%	5.9%
Connecticut	20,476	5,037	10,887	87,770	4.4%	3.9%
Delaware	632	141	353	3,758	0.5%	0.7%
District of Columbia	7,373	599	4,266	14,920	3.7%	1.7%
Florida	101,147	28,793	58,694	776,982	7.0%	7.1%
Georgia	47,045	12,296	25,673	306,603	5.4%	5.4%
Hawaii	24,968	7,051	14,521	180,151	19.0%	20.4%
Idaho	2,762	758	1,547	24,544	2.5%	2.7%
Illinois	53,986	14,369	29,754	312,581	4.0%	4.1%
Indiana	12,444	3,259	6,613	85,328	2.0%	2.3%
Iowa	3,162	826	1,740	24,804	1.0%	1.2%
Kansas	17,192	3,862	8,783	77,452	6.0%	4.1%
Kentucky	11,078	2,880	5,934	73,993	3.2%	3.0%
Louisiana	10,353	2,741	5,649	66,038	2.3%	2.5%
Maine	3,025	810	1,652	21,668	3.0%	2.7%
Maryland	14,356	3,684	8,160	84,750	2.3%	2.4%
Massachusetts	24,976	6,577	14,195	155,474	3.1%	3.5%
Michigan	20,508	5,662	11,370	141,008	2.5%	2.6%
Minnesota	18,868	4,962	10,282	133,729	3.2%	3.7%
Mississippi	3,586	853	1,846	21,510	1.8%	1.4%
Missouri	18,236	4,561	10,058	125,087	3.6%	3.5%

Table 1 – Economic Impacts of Civil Aviation by State, Calendar Year 2014

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ⁷
Montana	2,631	734	1,455	23,052	3.3%	3.6%
Nebraska	4,617	1,270	2,627	41,011	2.4%	3.2%
Nevada	29,372	8,202	17,255	213,508	12.9%	13.3%
New Hampshire	2,317	587	1,310	15,271	1.8%	1.8%
New Jersey	24,569	6,335	13,945	143,443	2.6%	2.8%
New Mexico	3,533	963	1,951	29,348	2.1%	2.7%
New York	92,912	24,200	54,551	567,886	3.9%	4.8%
North Carolina	30,145	7,863	16,420	200,207	3.5%	3.6%
North Dakota	2,236	547	1,182	15,592	2.0%	2.6%
Ohio	26,014	6,823	13,868	164,540	2.3%	2.4%
Oklahoma	6,745	1,809	3,669	48,705	1.9%	2.1%
Oregon	12,355	3,284	6,984	92,226	3.4%	4.0%
Pennsylvania	32,079	8,473	17,798	220,048	2.6%	3.0%
Rhode Island	2,419	622	1,405	18,616	2.6%	3.0%
South Carolina	7,475	1,970	4,105	50,023	2.2%	2.0%
South Dakota	1,256	351	696	10,230	1.5%	1.7%
Tennessee	19,654	5,298	10,780	134,312	3.6%	3.6%
Texas	110,045	29,453	60,163	643,801	3.7%	4.0%
Utah	13,531	3,685	7,512	105,317	5.4%	5.8%
Vermont	1,173	298	636	9,505	2.2%	2.2%
Virginia	16,788	4,376	9,445	117,048	2.1%	2.4%
Washington	64,274	16,604	34,165	329,942	8.1%	8.1%
West Virginia	1,634	315	717	8,591	1.0%	0.9%
Wisconsin	8,340	2,310	4,646	69,190	1.6%	1.9%
Wyoming	1,081	297	595	8,651	1.4%	2.1%

Nationally, civil aviation contributed 5.1 percent to GDP in 2014,⁸ but at the state level, the value of contribution to a state's GDP ranges from a high of 19 percent (Hawaii) to a low of 0.5 percent (Delaware) as shown in **Table 1**. The top ten states with the highest percent contribution to state GDP are shown in **Table 2**.

Table 2 – Percent of State Gross Domestic Product, Top Ten States

2014 Economic Impact of Civil Aviation (Top 10 States, Percent)	
State	Contribution to GDP
Hawaii	19.0%
Nevada	12.9%
Washington	8.1%
Arizona	7.9%
Florida	7.0%
Kansas	6.0%
Georgia	5.4%
Utah	5.4%
Colorado	5.3%
Alaska	5.3%

At the state level, population and overall economic activity are associated with aviation-related output. The three largest states in terms of population and economic size are California, Texas, and Florida, which are also the top three states in terms of overall aviation economic activity.

One factor common to the first five states in **Table 2** is that each is a popular tourism destination. Aviation is important to these states because air transportation is a major means of bringing in tourists and their related spending on food, hotel, entertainment, and other items such as gifts.

For some states, tourism is a driver of aviation-related economic activity but it is not the largest driver. Boeing has a large aircraft manufacturing presence in the state of Washington, which accounted for a majority of the state's manufacturing economic activity and totaled more than 50 percent of the state's overall aviation-related economic activity. Also noteworthy, FedEx maintains its headquarters in Tennessee and air courier expenditures accounted for 44 percent of Tennessee's total aviation-related economic activity.

Economic Impact by Expenditure Category

Airline Operations

Table 3 – Total Economic Output for Airlines, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airlines
California	33.4
Texas	29.0
Florida	22.1
Illinois	15.9
Georgia	15.0

Of the ten expenditure categories, airline operations accounted for the second-largest share of the economic impact, after visitor expenditures. Airline operations expenditures include spending on air transportation of passengers and freight on commercial passenger airlines. In 2014, the national total output by airlines was \$325.1 billion. **Table 3** presents the top five states by total airline output.

Together, these top five states contributed more than one-third of the total output by airlines in 2014.

Airport Operations

Table 4 – Total Economic Output for Airports, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airport Operations
California	8.4
Texas	5.7
Florida	5.2
Illinois	3.6
New York	3.3

Airports contributed \$76 billion in total output to the U.S. economy in 2014. California, Texas, Florida, Illinois, and New York were the top five states in the total economic impact of airport operations (**Table 4**). Some of the busiest airports in the nation are located within these states.

General Aviation

Table 5 – Total Economic Output for General Aviation, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	General Aviation
California	3.8
Florida	2.5
Texas	2.3
Ohio	1.1
Arizona	1.0

General aviation (GA) operations contributed \$38.8 billion to total national civil aviation-related economic output in 2014. California ranked first in total economic output for general aviation at \$3.8 billion in 2014 (**Table 5**). The warm weather states of Florida and Texas followed closely behind with \$2.5 billion and \$2.3 billion, respectively.

Aircraft, Aircraft Engines and Parts Manufacturing

Table 6 – Total Economic Output for Aircraft, Aircraft Engines and Parts Manufacturing, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Aircraft, Aircraft Engines and Parts Manufacturing
Washington	33.4
California	28.4
Texas	21.4
Kansas	12.6
Connecticut	12.6

Manufacturing output for aircraft, aircraft engines and parts for the entire United States increased by 15.6 percent in real terms between 2012 and 2014.⁹ The top five states in manufacturing in 2014 were Washington, California, Texas, Kansas, and Connecticut (**Table 6**). These five states together accounted for nearly 40 percent of the national total.

Avionics Manufacturing

Table 7 – Total Economic Output for Avionics Manufacturing, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Avionics Manufacturing
Arizona	3.4
Texas	1.9
Kansas	1.5
Florida	1.4
California	1.0

Nation-wide, avionics equipment manufacturing economic output amounted to \$22.7 billion in 2014. The top-five states with avionics manufacturing were Arizona, Texas, Kansas, Florida, and California (**Table 7**). In all, these five states accounted for just over 40 percent of the national total.

Research and Development (R&D)

Table 8 – Total Economic Output for R&D, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	R&D
Washington	5.1
California	3.8
Ohio	2.2
Connecticut	2.2
New York	1.7

In 2014, the total economic output of aviation R&D amounted to \$32.4 billion. The top-five states with R&D were Washington, California, Ohio, Connecticut, and New York (**Table 8**). In all, these five states accounted for more than 45 percent of the national total.

Air Couriers

Table 9 – Total Economic Output for Air Couriers, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Air Couriers
Tennessee	8.6
California	4.9
Kentucky	4.2
Texas	3.1
Indiana	2.1

Express air cargo has become an integral part of everyday life for businesses and consumers across the globe. Air couriers are engaged in furnishing air delivery of individually addressed letters, parcels, and packages (generally under 100 lbs.). Retail outlets of the largest air couriers, FedEx and UPS, are located in almost every nook and cranny of the United States. Air transportation and its technological advances have enabled air couriers to provide their customers with quick and reliable services.

The total economic output of air couriers grew 4.4 percent in real terms between 2012 and 2014. Tennessee, California, Kentucky, Texas, and Indiana were the top five states in total economic output for air couriers. Tennessee and Kentucky are home to FedEx and UPS international air hubs, providing much-needed economic development and growth potential for local residents (**Table 9**).

Visitor Expenditures - Airlines

Table 10 – Total Economic Output for Visitor Expenditures: Airlines, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures - Airlines
California	88.4
New York	68.1
Florida	61.8
Texas	44.1
Illinois	27.8

Visitor expenditures by travelers using air transportation contributed the largest single portion of the total economic impact of civil aviation in 2014. At the national level, commercial airline visitor expenditures contributed \$771 billion to the U.S. economy and supported over 6 million jobs. General aviation visitor expenditures accounted for \$11.7 billion and supported 93,000 jobs. In 2014, California, New York, Florida, Texas, and Illinois were the top five states for commercial airline visitor expenditures (**Table 10**). These five states are popular tourist and business destinations, and are home to some of the busiest airports in the nation.

Visitor Expenditures - GA

Table 11 – Total Economic Output for Visitor Expenditures: General Aviation, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures - GA
California	1.1
Florida	0.8
Texas	0.7
Alabama	0.3
Arizona	0.3

The top five states for general aviation visitor expenditures were California, Florida, Texas, Alabama, and Arizona (**Table 11**). All five states experience mild weather conditions that are conducive for general aviation operations. Some of the general aviation activity may also be attributable to transportation to and from oil rigs in the Gulf states.

Travel Arrangements

Table 12 – Total Economic Output for Travel Arrangements, Top Five States

2014 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Travel Arrangements
California	2.5
New York	1.6
Florida	1.4
Illinois	1.4
Texas	1.0

In 2014, the top five states for travel arrangement and reservation services output were California, New York, Florida, Illinois, and Texas (**Table 12**). According to the 2012 Economic Census, the eight largest firms in the travel arrangement and reservation services industry accounted for nearly 25 percent of all receipts and nearly 57,000 employees.

More information about the economic impact of civil aviation for each state can be found in Appendix A, which contains civil aviation-related data on all 50 states and the District of Columbia. The fact sheets report data on aviation-related economic activity, including jobs, earnings, and other economic statistics.

The next section covers the enabling impacts of civil aviation, followed by FAA spending by state.

Enabling Impact by State

First introduced in the 2011 *National Report*, the enabling impact of air transportation describes transportation services in terms of certain characteristics: speed, flexibility, reliability, cost, and safety.¹⁰

Safety is always the most important characteristic for civil aviation, but speed, flexibility, and reliability are also important for passengers facing travel time constraints. Speed and reliability are highly important for high-value cargo. The value of air transportation is partly characterized by passenger spending at their destinations and the value of goods transported by air. Destination spending (or visitor expenditures) was covered earlier in this report. This section presents air freight findings for 2014 by state.



Value of Air Freight Flows by Commodity

Table 13 – Top Ten Value of Commodities Transported by Air, 2014

Commodity	Domestic and Export Flows (\$Billions)
Electronics	150.0
Misc. manufactured products	91.2
Precision instruments	86.7
Machinery	76.7
Transport equipment	66.0
Pharmaceuticals	56.5
Chemical products	13.0
Motorized vehicles	12.5
Articles-base metal	9.8
Mixed freight	8.9
All other commodities	49.1
All Commodities	620.5

Source: U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics, Freight Analysis Framework, Versions 4.2 and 4.3.

Across all commodities, \$620.5 billion in goods were transported by air in 2014 (Table 13). Data for this section came from the Freight Analysis Framework published by the U.S. Department of Transportation.¹¹

Among the commodities normally transported by air are manufactured and technology-oriented goods. Values of the flows for the top ten commodities transported by air in 2014

appear in **Table 13**.¹² Electronics (\$150 billion), miscellaneous manufactured products (\$91.2 billion), and precision instruments (\$86.7 billion) were the three highest-valued commodities transported by air. Electronics accounted for more than 24 percent of the value of all commodities, while miscellaneous manufactured products and precision instruments accounted for almost 15 percent, and 14 percent, respectively. Together, the top three commodities accounted for almost 53 percent of total shipment value and the top five accounted for over 75 percent. Nine of the ten commodities listed on **Table 13** remained from the 2012 list, with mixed freight replacing basic chemicals.

In terms of value, for motorized and other vehicles (including parts) transported, only 0.8 percent was transported by air in 2014; 80.2 percent was transported by truck, 4 percent by rail, and the remaining 15 percent by other transportation modes. Motorized and other vehicles (including parts) transported by air, tend to have a higher value than those transported by other modes. For example, the value of these commodities transported by air was approximately \$30,600 per ton versus about \$9,200 per ton by rail and \$7,200 per ton by truck.

Value of Air Freight Flows by State

Among the individual states, the value of freight transported by air includes goods transported within the state, to other states, and to other countries (exports). In 2014, California was ranked highest with \$113.2 billion worth of goods transported by air. Texas was second at \$61.1 billion. The next three states were New York (\$52.8 billion), Florida (\$40.8 billion), and Washington (\$25.2 billion) (**Table 14**). The first four states were among the top five states in terms of both population and economic size.¹³ By value, goods shipped from California accounted for 18.2 percent of the

Table 14 – Top Five States, Value of Goods Transported by Air, 2014

State	Domestic and Export Flows (\$Billions)
California	113.2
Texas	61.1
New York	52.8
Florida	40.8
Washington	25.2
All other states	327.4
All States	620.5

Source: U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics, Freight Analysis Framework, Versions 4.2 and 4.3.

value of goods shipped from all states and the District of Columbia; goods shipped from the top three states accounted for about 37 percent; and goods shipped from the top five states accounted for about 47 percent. Four of the five states on **Table 14** were the same states that appeared on the previous State Report list, with Washington taking the place of Illinois.

The latest estimates from the Freight Analysis Framework show that aviation continues to play an important role in transporting higher-value and perishable goods. Some examples of such goods are electronics, miscellaneous manufactured products, and precision instruments. The data also show that larger states (in terms of population and economic output) tend to have higher value of such products transported by air.

Enabled flow estimates for each state and the District of Columbia also appear in Appendix A.

The next section covers the economic impact of FAA spending, providing the latest updated data from fiscal year 2014.

FAA Spending

The FAA's spending in states represents the agency's contribution to the U.S. economy. This section presents the economic impact of those expenditures on each of the 50 states and the District of Columbia for fiscal year 2014 (FY 2014). Outside of Washington, D.C., the largest driver of FAA spending is the presence of FAA facilities and airports. FAA spending includes payroll, non-payroll expenses (including facilities and equipment, operations, research, etc.), and grants issued through the Airport Improvement Program (AIP). The FAA's abilities to maintain safe skies, finance infrastructure projects, and support job creation are valuable to state and local officials. These expenditures assist local economies in important ways by:

- Keeping the civil aviation industry operating safely and efficiently,
- Providing federal, state, and local job opportunities,
- Facilitating opportunities for private businesses,
- Distributing aid for infrastructure building by local airports, and
- Modernizing the air traffic system with NextGen investment.

Total spending by the FAA at the state level was \$14.1 billion in FY 2014 (**Table 15**) slightly lower than in FY 2012.¹⁴ FAA expenditures were highest in the District of Columbia, Texas, California, Oklahoma, and Virginia. Total expenditures in these five states comprised more than 40 percent of all FAA spending in FY 2014.

FAA spending not only supports direct federal employment, earnings, and jobs, but also induces other economic activities within state

economies. Estimates of the total impact of FAA spending are based on the RIMS II model. The total impact of FAA spending, or the sum of primary FAA expenditures plus secondary impacts, was \$23 billion (**Table 16**). The total impact of FAA spending supported almost 150,000 jobs with earnings totaling \$6.5 billion. Texas, Oklahoma, and California were the top three state beneficiaries of FAA spending.



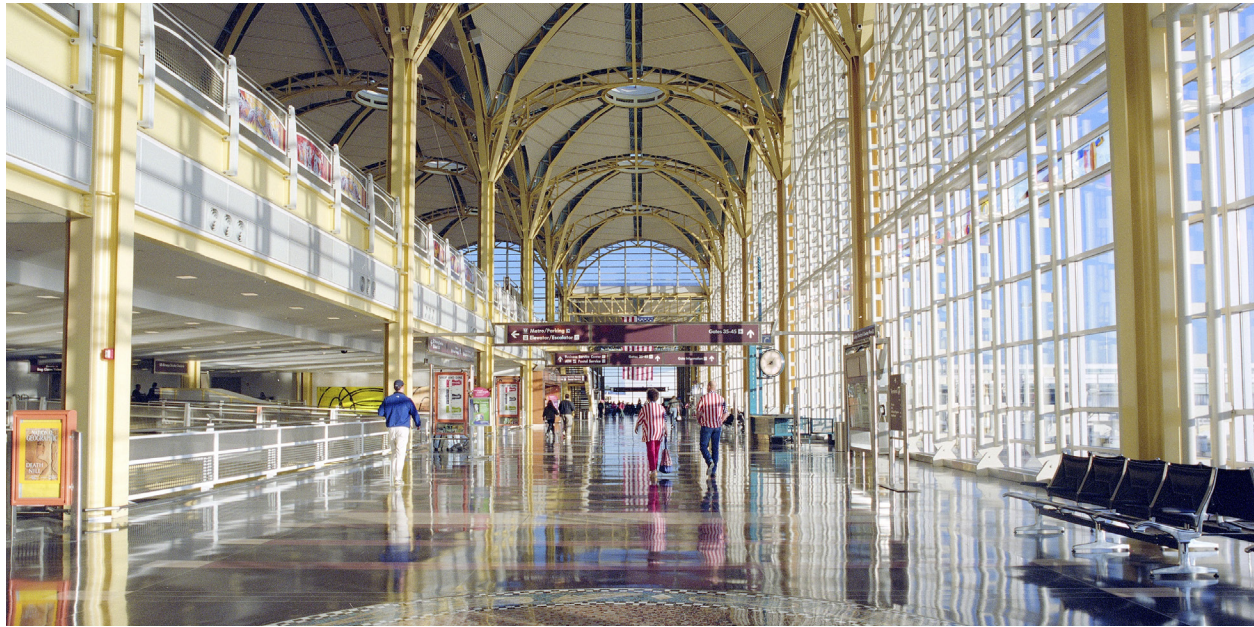
Table 15 - FAA Spending by State, Fiscal Year 2014

State	FAA Spending (\$Millions)	Percent of FAA Spending	State	FAA Spending (\$Millions)	Percent of FAA Spending
Alabama	108.0	0.8	Montana	47.4	0.3
Alaska	395.4	2.8	Nebraska	46.3	0.3
Arizona	194.5	1.4	Nevada	89.1	0.6
Arkansas	60.0	0.4	New Hampshire	129.6	0.9
California	923.8	6.6	New Jersey	423.8	3.0
Colorado	292.4	2.1	New Mexico	147.5	1.0
Connecticut	52.0	0.4	New York	406.5	2.9
Delaware	17.2	0.1	North Carolina	161.8	1.1
District of Columbia	2,295.5	16.3	North Dakota	126.8	0.9
Florida	566.6	4.0	Ohio	280.6	2.0
Georgia	463.7	3.3	Oklahoma	863.3	6.1
Hawaii	125.1	0.9	Oregon	99.1	0.7
Idaho	49.7	0.4	Pennsylvania	238.5	1.7
Illinois	683.4	4.8	Rhode Island	24.9	0.2
Indiana	206.0	1.5	South Carolina	83.6	0.6
Iowa	65.3	0.5	South Dakota	34.9	0.2
Kansas	153.9	1.1	Tennessee	185.6	1.3
Kentucky	72.2	0.5	Texas	953.3	6.8
Louisiana	73.8	0.5	Utah	150.4	1.1
Maine	37.1	0.3	Vermont	17.2	0.1
Maryland	485.2	3.4	Virginia	842.1	6.0
Massachusetts	349.8	2.5	Washington	326.9	2.3
Michigan	166.3	1.2	West Virginia	54.3	0.4
Minnesota	179.7	1.3	Wisconsin	99.9	0.7
Mississippi	82.4	0.6	Wyoming	31.9	0.2
Missouri	138.5	1.0	State Total	14,102.6	100.0

Table 16 - Total Impact of FAA Spending by State, Fiscal Year 2014

Total: Primary + Secondary Impacts				Total: Primary + Secondary Impacts			
State	Output (\$Millions)	Earnings (\$Millions)	Jobs	State	Output (\$Millions)	Earnings (\$Millions)	Jobs
Alabama	203.3	65.9	1,628	Montana	75.9	25.4	643
Alaska	584.8	200.3	4,197	Nebraska	76.1	24.6	575
Arizona	357.2	116.8	2,851	Nevada	134.5	43.3	1,093
Arkansas	102.7	32.8	797	New Hampshire	161.1	48.1	1,186
California	1,569.8	498.2	10,473	New Jersey	756.2	220.9	4,566
Colorado	523.3	168.5	3,959	New Mexico	190.5	61.8	1,670
Connecticut	84.3	26.2	511	New York	560.5	162.3	3,497
Delaware	23.4	6.3	146	North Carolina	304.7	96.9	2,375
District of Columbia	2,783.5	193.5	3,865	North Dakota	222.1	67.8	1,325
Florida	931.8	302.2	7,898	Ohio	500.3	154.5	3,674
Georgia	801.6	249.0	6,624	Oklahoma	1,531.5	500.4	12,104
Hawaii	200.1	66.4	1,477	Oregon	177.2	55.0	1,250
Idaho	82.1	27.2	684	Pennsylvania	454.3	139.0	3,027
Illinois	1,392.0	426.2	8,588	Rhode Island	38.5	11.2	244
Indiana	338.1	103.2	2,500	South Carolina	150.5	47.5	1,218
Iowa	109.3	35.0	826	South Dakota	58.8	19.4	450
Kansas	227.1	64.8	1,611	Tennessee	336.8	102.0	2,354
Kentucky	121.3	36.3	899	Texas	1,872.9	588.3	13,172
Louisiana	123.3	40.8	930	Utah	268.3	85.4	2,118
Maine	58.3	19.3	492	Vermont	27.2	8.8	217
Maryland	763.0	229.1	5,132	Virginia	1,356.4	406.4	9,261
Massachusetts	621.1	191.3	4,029	Washington	476.6	148.6	3,371
Michigan	279.3	90.7	2,171	West Virginia	73.3	22.1	559
Minnesota	295.2	90.0	2,130	Wisconsin	175.6	57.5	1,315
Mississippi	129.1	40.8	1,056	Wyoming	48.9	16.1	357
Missouri	230.3	67.8	1,709	State Total	22,964.1	6,502.2	148,806

Conclusion



The State Report updates and highlights the economic impact of civil aviation on all fifty state economies and the District of Columbia for 2014. The strength and importance of the civil aviation industry at the state level provides a platform for decision makers at the national and state level to better formulate policies that support economic development and job creation. At the national level in 2014, civil aviation generated \$1.6 trillion in economic activity, supported 10.6 million jobs with \$446.8 billion in earnings. Civil aviation accounted for 5.1 percent of U.S. gross domestic product.

At the state level, the top four states in population and overall economic output were California, Texas, Florida, and New York. These states were also the top four states in terms of aviation-related economic output. This report draws attention to the ten aviation-related economic categories which make up overall aviation economic activity for the states. With some exceptions, the largest states in population and economic output appear on every list. This is especially true for visitor expenditures and airline operations—the two largest

aviation-related categories. These are also the top four states in terms of air freight flow value.

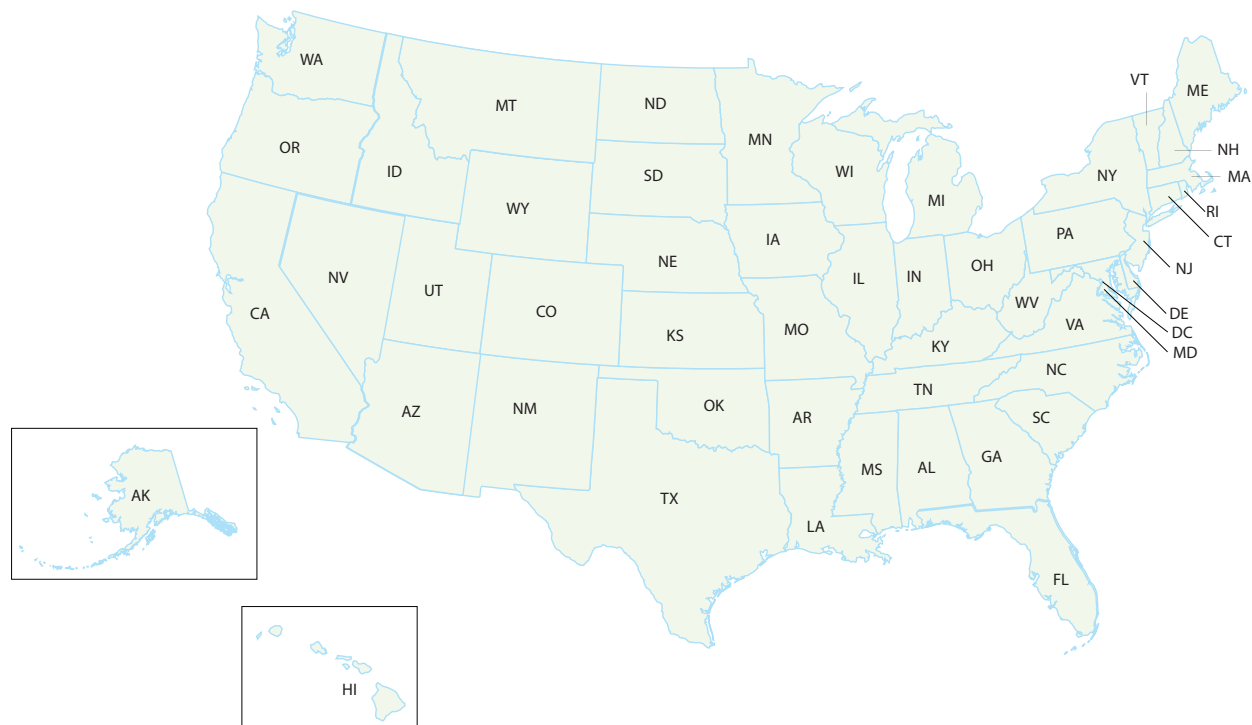
Along with the usual updates to the industry data, this report includes two new expenditure categories: aviation research and development (R&D) and avionics equipment manufacturing. At the national level, these two categories amount to \$10.6 billion and \$9.2 billion, respectively, and provide a more comprehensive view into the economic contribution of civil aviation by state.

As civil aviation evolves, additional expenditure categories may be added to the report in the future. Commercial space and unmanned aircraft systems (UAS) are becoming increasingly important but currently source data are sparse. New data available in the future would enable this report to capture an even more robust picture of the importance of civil aviation to the U.S. economy at both the national and state levels.

Notes

1. U.S. Department of Transportation, Federal Aviation Administration. 2016. The Economic Impact of Civil Aviation on the U.S. Economy. November 2016. http://www.faa.gov/air_traffic/publications/media/2016-economic-impact-report_Final.pdf
2. Previous versions of The State Report were published in 2009, 2011, and 2015. The 2015 version contained statistics for the year 2012. The National Report was published by the FAA in 2007, 2009, 2011, 2014, and 2016.
3. Since this report covers civil aviation only, it does not include defense avionic equipment.
4. U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts.
5. The RIMS II model was developed by the U.S. Department of Commerce, Bureau of Economic Analysis. Regional Input-Output Modeling System. <http://www.bea.gov/regional/rims/index.cfm>
6. State GDP is the sum of the value added of all economic activities in the state. GDP can also be measured as total economic activities less intermediate purchases.
7. Calculated using Bureau of Economic Analysis total employment data from the SA4 personal income and employment summary table.
8. U.S. Department of Transportation, Federal Aviation Administration. 2016. Op. cit.
9. Ibid.
10. Mariya A. Ishutkina and R. John Hansman. 2009. "Analysis of the Interaction Between Air Transportation and Economic Activity: A Worldwide Perspective," MIT International Center for Air Transportation.
11. U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics. 2016. Freight Analysis Framework. Versions 4.2 and 4.3.
12. For a list of the detailed commodities that make up the categories that appear on Table 13, see, U.S. Bureau of the Census, SCTG Commodity Codes, 2012 Commodity Flow Survey. November 2011. https://www.census.gov/econ/cfs/2012/2012_manual.pdf
13. Based on 2014 population estimates from the U.S. Census Bureau, the five most populous states were ranked in the following order: California (38.7 million persons), Texas (26.9 million), Florida (19.9 million), New York (19.7 million), and Illinois (12.9 million). (<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>). The size of each state's economy is measured in terms of state-level GDP. In 2014, the top five states by state GDP were California (\$2,350.8 billion), Texas (\$1,627.9 billion), New York (\$1,382.9 billion), Florida (\$833.4 billion), and Illinois (\$745.8 billion). (U.S. Department of Commerce, Bureau of Economic Analysis. <http://www.bea.gov/regional/index.htm>).
14. U.S. Department of Transportation, Federal Aviation Administration. 2015. Op. cit.

Appendix A: State Fact Sheets



Alabama

Largest Commercial Airport:¹
Birmingham-Shuttlesworth International

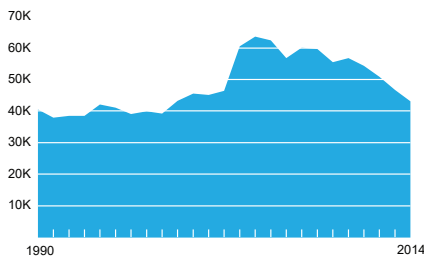
Population (Estimate):² **4,843,214**

Gross Domestic Product (\$Millions):³
\$194,421

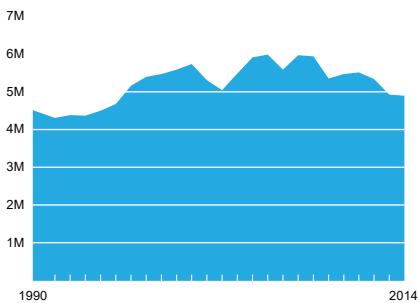
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	6	132,552	150,359	4,885,825
General Aviation	66	1,780,180	—	—
Reliever Airports	2	—	—	—
Total Aviation	74	1,912,732	150,359	4,885,825

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$734,904,553	\$168,275,973	3,921
▶ Airport Operations	\$334,524,189	\$109,646,087	2,578
▶ General Aviation	\$720,161,162	\$164,900,081	3,842
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,914,082,973	\$440,663,409	8,793
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$99,346,284	\$32,239,340	614
▶ Air Courier	\$236,811,611	\$73,394,196	2,331
Indirect			
▶ Visitor Expenditures — Commercial	\$2,141,345,553	\$619,915,906	22,487
▶ Visitor Expenditures — General Aviation	\$304,147,325	\$88,050,135	3,194
▶ Travel Arrangements	\$46,404,547	\$13,283,343	367
Total Aviation	\$6,531,728,197	\$1,710,368,471	48,127

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$203,259,525	\$65,948,124	1,628

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$328,309,300	12,126
Exports	\$2,070,818,100	18,998
Total Enabling Effects	\$2,399,127,400	31,124

Alaska

Largest Commercial Airport:¹
Ted Stevens Anchorage International

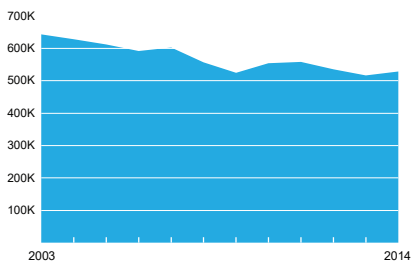
Population (Estimate):² **736,705**

Gross Domestic Product (\$Millions):³
\$58,253

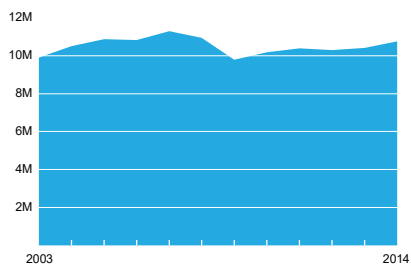
Contribution to Gross Domestic Product: **5.3%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	88	975,078	4,193,451	10,768,390
General Aviation	168	833,972	—	—
Reliever Airports	0	—	—	—
Total Aviation	256	1,809,050	4,193,451	10,768,390

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,679,975,217	\$379,745,887	7,105
▶ Airport Operations	\$558,415,174	\$185,756,059	3,945
▶ General Aviation	\$349,926,084	\$79,098,185	1,480
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$9,139,730	\$2,081,778	41
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$3,985,982	\$1,316,899	25
▶ Air Courier	\$1,150,644,326	\$356,621,588	8,560
Indirect			
▶ Visitor Expenditures — Commercial	\$1,791,846,400	\$525,085,758	16,638
▶ Visitor Expenditures — General Aviation	\$113,942,393	\$33,389,875	1,058
▶ Travel Arrangements	\$18,943,089	\$5,419,373	150
Total Aviation	\$5,676,818,395	\$1,568,515,402	39,002

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$584,845,729	\$200,279,967	4,197

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$274,120,000	44,964
State-to-State	\$1,798,688,200	14,892
Exports	\$308,957,400	2,673
Total Enabling Effects	\$2,381,765,600	62,529

Arizona

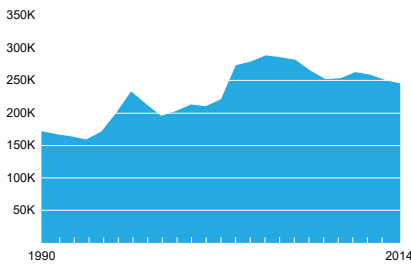
Largest Commercial Airport:¹
Phoenix Sky Harbor International
 Population (Estimate):² **6,719,993**

Gross Domestic Product (\$Millions):³
\$280,166

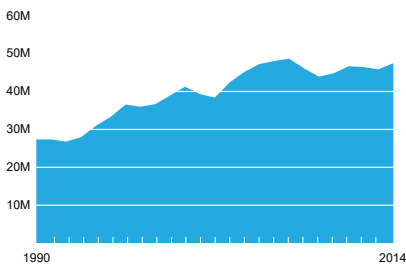
Contribution to Gross Domestic
 Product: **7.9%**

State Share of International Visitors
 to:⁴ **2.7%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	11	898,600	308,218	47,506,185
General Aviation	40	2,565,795	—	—
Reliever Airports	8	—	—	—
Total Aviation	59	3,464,395	308,218	47,506,185

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$7,150,719,877	\$1,712,724,614	33,837
▶ Airport Operations	\$1,297,819,362	\$428,302,998	9,949
▶ General Aviation	\$1,038,709,999	\$248,789,522	4,915
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$11,166,302,744	\$2,690,589,979	48,639
▶ Avionics Manufacturing	\$3,372,333,682	\$812,584,740	14,689
▶ Research & Development	\$56,588,250	\$18,616,981	364
▶ Air Courier	\$690,844,001	\$220,607,099	6,700
Indirect			
▶ Visitor Expenditures — Commercial	\$14,521,628,790	\$4,290,118,635	136,193
▶ Visitor Expenditures — General Aviation	\$301,927,486	\$89,198,309	2,832
▶ Travel Arrangements	\$602,037,103	\$175,450,171	4,218
Total Aviation	\$40,198,911,294	\$10,686,983,047	262,336

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$357,174,818	\$116,840,374	2,851

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,700,221,500	29,643
Exports	\$10,576,048,600	44,021
Total Enabling Effects	\$13,276,270,100	73,664

Arkansas

Largest Commercial Airport:¹

Adams Field/Clinton National

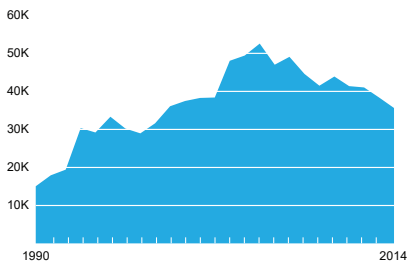
Population (Estimate):² **2,966,912**

Gross Domestic Product (\$Millions):³
\$117,854

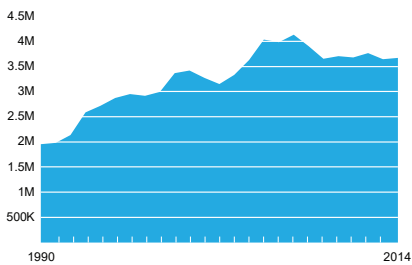
Contribution to Gross Domestic Product: **2.4%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	7	101,447	22,349	3,671,007
General Aviation	68	1,500,696	—	—
Reliever Airports	2	—	—	—
Total Aviation	77	1,602,143	22,349	3,671,007

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$543,500,914	\$119,221,861	2,780
▶ Airport Operations	\$114,229,763	\$36,491,666	850
▶ General Aviation	\$597,558,652	\$131,079,917	3,056
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,469,803,223	\$553,295,338	10,918
▶ Avionics Manufacturing	\$17,461,156	\$3,911,719	77
▶ Research & Development	\$12,191,807	\$3,968,685	81
▶ Air Courier	\$57,396,138	\$17,214,307	512
Indirect			
▶ Visitor Expenditures — Commercial	\$1,381,044,716	\$396,004,079	14,106
▶ Visitor Expenditures — General Aviation	\$125,740,954	\$36,055,263	1,284
▶ Travel Arrangements	\$10,636,720	\$2,996,061	86
Total Aviation	\$5,329,564,042	\$1,300,238,896	33,751

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$102,726,671	\$32,843,606	797

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$767,923,900	5,183
Exports	\$2,568,812,700	11,954
Total Enabling Effects	\$3,336,736,600	17,137

California

Largest Commercial Airport:¹

Los Angeles International

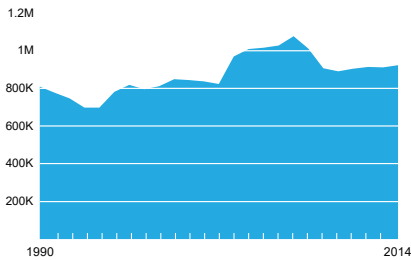
Population (Estimate):² **38,680,810**

Gross Domestic Product (\$Millions):³
\$2,350,807

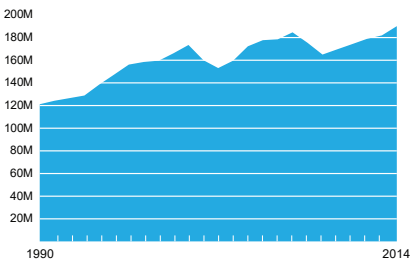
Contribution to Gross Domestic Product: **4.2%**

State Share of International Visitors to:⁴ **15.7%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	31	2,206,223	4,085,579	189,834,839
General Aviation	123	7,941,783	—	—
Reliever Airports	37	—	—	—
Total Aviation	191	10,148,006	4,085,579	189,834,839

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$33,361,602,940	\$7,835,456,558	131,173
▶ Airport Operations	\$8,412,129,949	\$2,737,647,000	52,109
▶ General Aviation	\$3,753,718,971	\$881,615,370	14,759
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$28,438,686,600	\$6,923,951,588	110,835
▶ Avionics Manufacturing	\$996,005,235	\$242,496,854	3,882
▶ Research & Development	\$3,842,591,602	\$1,260,431,181	20,099
▶ Air Courier	\$4,863,055,908	\$1,506,595,560	37,852
Indirect			
▶ Visitor Expenditures — Commercial	\$88,448,533,524	\$25,963,983,350	656,044
▶ Visitor Expenditures — General Aviation	\$1,113,310,417	\$326,811,220	8,258
▶ Travel Arrangements	\$2,494,543,636	\$729,116,865	16,184
Total Aviation	\$175,724,178,782	\$48,408,105,545	1,051,195

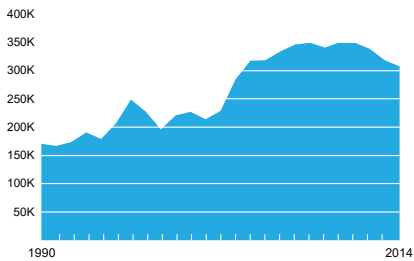
TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,569,800,557	\$498,161,580	10,473

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$4,017,355,700	8,499
State-to-State	\$32,208,901,800	216,167
Exports	\$76,930,625,800	650,799
Total Enabling Effects	\$113,156,883,300	875,466

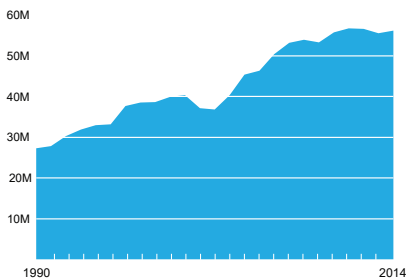
Colorado

Largest Commercial Airport:¹**Denver International**Population (Estimate):² **5,349,648**Gross Domestic Product (\$Millions):³
\$304,943Contribution to Gross Domestic Product: **5.3%**State Share of International Visitors to:⁴ **1.0%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	14	731,895	288,891	56,219,999
General Aviation	31	1,520,590	—	—
Reliever Airports	4	—	—	—
Total Aviation	49	2,252,485	288,891	56,219,999

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$8,905,735,204	\$2,115,958,096	40,859
▶ Airport Operations	\$2,205,156,747	\$726,404,575	14,983
▶ General Aviation	\$647,834,127	\$153,922,145	2,972
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,581,166,155	\$375,913,949	6,786
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$318,428,871	\$105,032,703	1,921
▶ Air Courier	\$576,377,094	\$181,415,957	5,052
Indirect			
▶ Visitor Expenditures — Commercial	\$14,365,951,101	\$4,245,068,556	128,259
▶ Visitor Expenditures — General Aviation	\$201,585,094	\$59,567,413	1,800
▶ Travel Arrangements	\$194,158,979	\$56,853,741	1,281
Total Aviation	\$28,996,393,371	\$8,020,137,135	203,912

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$523,277,489	\$168,472,363	3,959

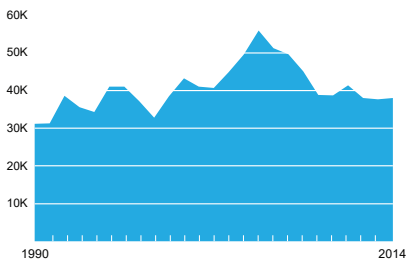
TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,186,558,400	38,699
Exports	\$3,864,267,100	32,511
Total Enabling Effects	\$6,050,825,500	71,210

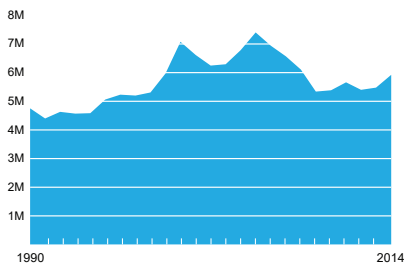
Connecticut

Largest Commercial Airport:¹**Bradley International**Population (Estimate):² **3,591,873**Gross Domestic Product (\$Millions):³
\$245,160Contribution to Gross Domestic
Product: **4.4%**State Share of International Visitors
to:⁴ **0.5%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	2	99,721	127,278	5,922,870
General Aviation	8	388,487	—	—
Reliever Airports	3	—	—	—
Total Aviation	13	488,208	127,278	5,922,870

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$803,496,511	\$176,102,361	2,901
▶ Airport Operations	\$172,325,658	\$54,030,827	992
▶ General Aviation	\$141,742,808	\$31,065,777	512
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$12,566,631,174	\$2,824,481,245	42,094
▶ Avionics Manufacturing	\$256,611,555	\$57,676,120	860
▶ Research & Development	\$2,198,475,646	\$682,510,883	10,111
▶ Air Courier	\$312,383,043	\$93,167,171	2,477
Indirect			
▶ Visitor Expenditures — Commercial	\$3,733,751,053	\$1,038,753,099	26,174
▶ Visitor Expenditures — General Aviation	\$48,193,555	\$13,407,751	338
▶ Travel Arrangements	\$242,037,252	\$66,210,872	1,310
Total Aviation	\$20,475,648,254	\$5,037,406,105	87,770

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$84,293,824	\$26,228,844	511

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$715,835,600	13,982
Exports	\$11,604,560,300	54,224
Total Enabling Effects	\$12,320,395,900	68,206

Delaware

Largest Commercial Airport:¹

New Castle

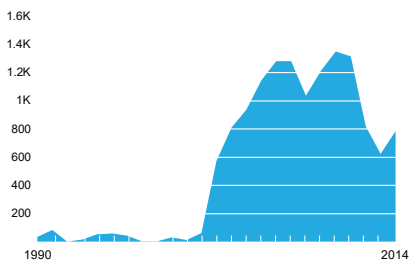
Population (Estimate):² **934,948**

Gross Domestic Product (\$Millions):³
\$65,419

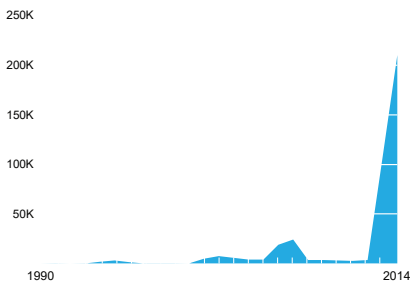
Contribution to Gross Domestic Product: **0.5%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	0	6,154	3,610	210,407
General Aviation	2	133,535	—	—
Reliever Airports	2	—	—	—
Total Aviation	4	139,689	3,610	210,407

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$31,583,321	\$5,868,560	109
▶ Airport Operations	\$15,302,529	\$4,269,155	84
▶ General Aviation	\$53,909,520	\$10,017,036	187
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$146,476,035	\$24,070,589	379
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$8,358,501	\$2,069,676	34
▶ Air Courier	\$0	\$0	0
Indirect			
▶ Visitor Expenditures — Commercial	\$343,758,609	\$86,765,273	2,765
▶ Visitor Expenditures — General Aviation	\$11,102,427	\$2,802,272	89
▶ Travel Arrangements	\$21,471,656	\$5,087,029	111
Total Aviation	\$631,962,598	\$140,949,590	3,758

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$23,442,268	\$6,310,764	146

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$153,126,700	4,476
Exports	\$2,630,688,200	15,384
Total Enabling Effects	\$2,783,814,900	19,860

District of Columbia

Largest Commercial Airport:¹
Ronald Reagan Washington National

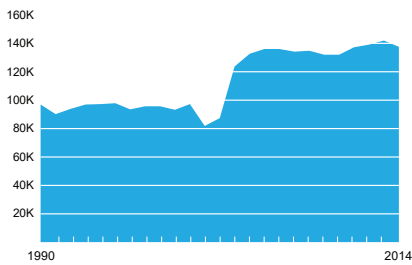
Population (Estimate):² **659,005**

Gross Domestic Product (\$Millions):³
\$116,446

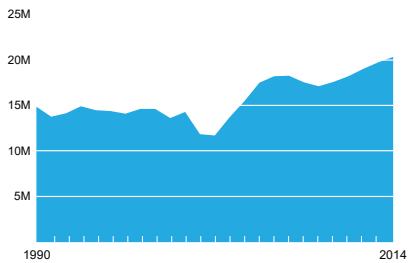
Contribution to Gross Domestic Product: **3.7%**

State Share of International Visitors to:⁴ **0.8%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	1	279,931	2,062	20,312,197
General Aviation	0	4,230	—	—
Reliever Airports	0	—	—	—
Total Aviation	1	284,161	2,062	20,312,197

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,041,223,272	\$85,762,662	1,245
▶ Airport Operations	\$307,839,720	\$21,410,141	428
▶ General Aviation	\$1,143,265	\$48,035	1
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$0	\$0	0
Indirect			
▶ Visitor Expenditures — Commercial	\$4,929,463,353	\$484,679,873	13,104
▶ Visitor Expenditures — General Aviation	\$771,966	\$75,902	2
▶ Travel Arrangements	\$92,642,230	\$7,268,793	141
Total Aviation	\$7,373,083,807	\$599,245,406	14,920

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$2,783,513,309	\$193,541,707	3,865

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$220,800	176
Exports	\$2,462,964,500	1,334
Total Enabling Effects	\$2,463,185,300	1,510



Economic Impact of Civil Aviation by State (2014)

Florida

Largest Commercial Airport:¹

Miami International

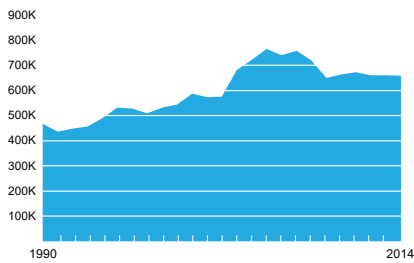
Population (Estimate):² **19,888,741**

Gross Domestic Product (\$Millions):³
\$833,369

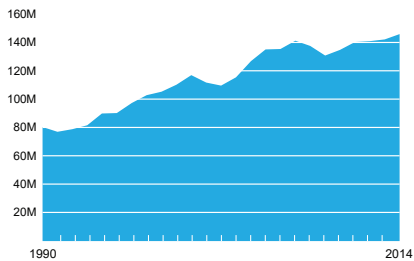
Contribution to Gross Domestic Product: **7.0%**

State Share of International Visitors to:⁴ **16.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	19	1,568,745	2,766,085	145,973,447
General Aviation	60	6,085,670	—	—
Reliever Airports	21	—	—	—
Total Aviation	100	7,654,415	2,766,085	145,973,447

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$22,135,001,308	\$5,391,942,120	110,610
▶ Airport Operations	\$5,221,794,847	\$1,747,396,877	39,512
▶ General Aviation	\$2,481,914,608	\$604,578,230	12,402
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,069,990,007	\$745,819,666	14,472
▶ Avionics Manufacturing	\$1,428,957,135	\$347,149,121	6,736
▶ Research & Development	\$888,152,455	\$295,372,535	6,047
▶ Air Courier	\$1,878,061,249	\$601,383,766	19,187
Indirect			
▶ Visitor Expenditures — Commercial	\$61,781,851,251	\$18,391,139,757	549,348
▶ Visitor Expenditures — General Aviation	\$832,558,856	\$247,835,019	7,403
▶ Travel Arrangements	\$1,429,124,866	\$420,650,296	11,264
Total Aviation	\$101,147,406,581	\$28,793,267,385	776,982

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$931,836,467	\$302,175,317	7,898

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$22,995,900	1,232
State-to-State	\$4,969,148,500	60,333
Exports	\$35,788,642,300	226,380
Total Enabling Effects	\$40,780,786,700	287,945

Georgia

Largest Commercial Airport:¹
Hartsfield-Jackson Atlanta International

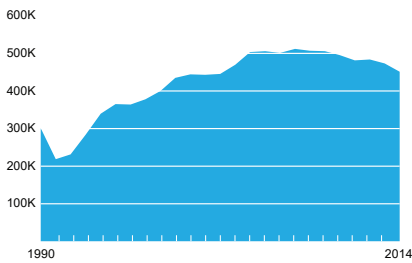
Population (Estimate):² **10,087,231**

Gross Domestic Product (\$Millions):³
\$473,562

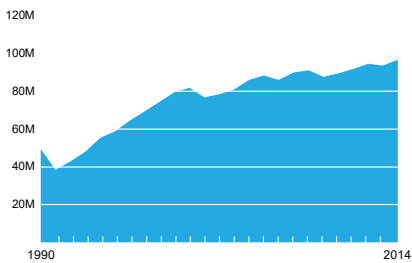
Contribution to Gross Domestic Product: **5.4%**

State Share of International Visitors to:⁴ **1.8%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	970,444	780,705	96,714,647
General Aviation	87	1,716,780	—	—
Reliever Airports	4	—	—	—
Total Aviation	98	2,687,224	780,705	96,714,647

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$15,006,256,497	\$3,545,890,491	69,610
▶ Airport Operations	\$1,647,708,548	\$528,421,293	12,661
▶ General Aviation	\$716,419,680	\$169,285,773	3,323
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$11,572,093,588	\$2,784,351,950	52,939
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$145,631,237	\$47,126,061	982
▶ Air Courier	\$487,410,160	\$151,759,372	3,943
Indirect			
▶ Visitor Expenditures — Commercial	\$16,923,456,381	\$4,911,794,447	158,725
▶ Visitor Expenditures — General Aviation	\$247,048,397	\$71,702,312	2,317
▶ Travel Arrangements	\$298,546,235	\$86,076,086	2,102
Total Aviation	\$47,044,570,724	\$12,296,407,785	306,603

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$801,647,586	\$249,036,077	6,624

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$8,024,515,500	56,114
Exports	\$13,579,982,700	100,215
Total Enabling Effects	\$21,604,498,200	156,330

Hawaii

Largest Commercial Airport:¹

Honolulu International

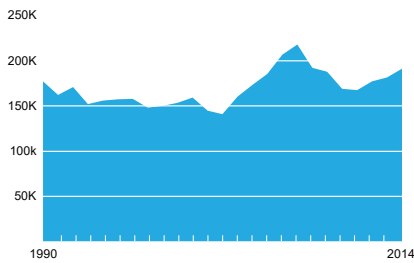
Population (Estimate):² **1,416,349**

Gross Domestic Product (\$Millions):³
\$76,588

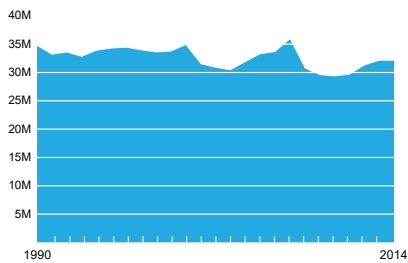
Contribution to Gross Domestic Product: **19.0%**

State Share of International Visitors to:⁴ **5.9%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	8	592,153	743,825	32,073,514
General Aviation	6	334,900	—	—
Reliever Airports	1	—	—	—
Total Aviation	15	927,053	743,825	32,073,514

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,067,095,328	\$1,166,556,180	22,215
▶ Airport Operations	\$1,124,795,956	\$372,485,084	8,373
▶ General Aviation	\$142,298,534	\$32,760,235	624
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,218,086	\$729,253	14
▶ Air Courier	\$766,357,349	\$240,348,062	6,201
Indirect			
▶ Visitor Expenditures — Commercial	\$17,683,309,304	\$5,185,072,338	141,289
▶ Visitor Expenditures — General Aviation	\$30,061,399	\$8,814,556	240
▶ Travel Arrangements	\$152,200,606	\$43,896,832	1,195
Total Aviation	\$24,968,336,562	\$7,050,662,541	180,151

TOTAL ECONOMIC IMPACT⁷

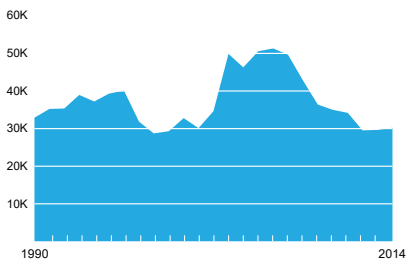
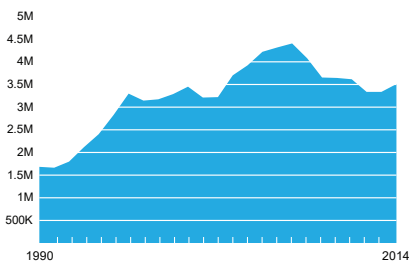
TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$200,116,163	\$66,435,537	1,477

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$503,226,569	52,597
State-to-State	\$326,181,771	30,851
Exports	\$1,100,076,300	12,775
Total Enabling Effects	\$1,929,484,640	96,222

Idaho

Largest Commercial Airport:¹**Boise Air Terminal/Gowen Field**Population (Estimate):² **1,633,532**Gross Domestic Product (\$Millions):³
\$63,050Contribution to Gross Domestic
Product: **2.5%**State Share of International Visitors
to:⁴ **0.1%**Number of Commercial Departures⁶Number of Passengers⁶

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	6	151,119	48,157	3,506,547
General Aviation	30	863,380	—	—
Reliever Airports	1	—	—	—
Total Aviation	37	1,014,499	48,157	3,506,547

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$454,653,950	\$102,893,081	2,497
▶ Airport Operations	\$114,361,427	\$38,070,904	953
▶ General Aviation	\$301,075,930	\$68,136,722	1,653
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$90,790,947	\$20,813,401	448
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$6,319,038	\$2,090,548	40
▶ Air Courier	\$270,140,051	\$86,044,841	2,697
Indirect			
▶ Visitor Expenditures — Commercial	\$1,396,638,275	\$403,104,279	14,936
▶ Visitor Expenditures — General Aviation	\$110,466,037	\$31,883,225	1,181
▶ Travel Arrangements	\$17,434,786	\$5,001,551	137
Total Aviation	\$2,761,880,441	\$758,038,552	24,544

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$82,138,285	\$27,189,361	684

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$519,335,700	4,826
Exports	\$3,054,379,100	7,627
Total Enabling Effects	\$3,573,714,800	12,453

Illinois

Largest Commercial Airport:¹

Chicago O'Hare International

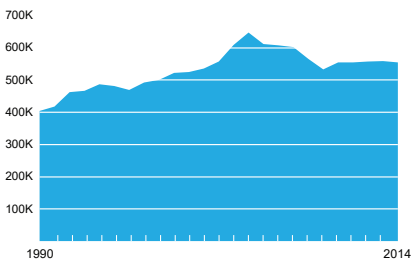
Population (Estimate):² **12,867,544**

Gross Domestic Product (\$Millions):³
\$745,810

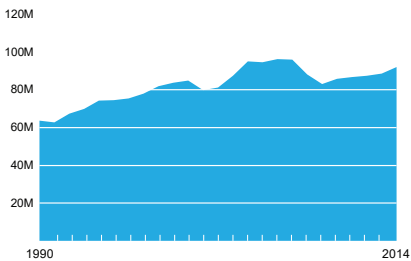
Contribution to Gross Domestic Product: **4.0%**

State Share of International Visitors to:⁴ **3.4%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	11	1,278,671	1,848,524	92,065,555
General Aviation	65	1,939,434	—	—
Reliever Airports	9	—	—	—
Total Aviation	85	3,218,105	1,848,524	92,065,555

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$15,930,245,887	\$3,571,021,970	59,744
▶ Airport Operations	\$3,603,893,779	\$1,109,432,765	21,124
▶ General Aviation	\$902,553,712	\$202,321,995	3,385
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,539,648,434	\$360,395,887	5,869
▶ Avionics Manufacturing	\$980,287,251	\$229,462,444	3,737
▶ Research & Development	\$718,902,144	\$227,421,024	3,644
▶ Air Courier	\$876,938,454	\$261,146,544	7,104
Indirect			
▶ Visitor Expenditures — Commercial	\$27,780,339,875	\$7,938,789,828	198,041
▶ Visitor Expenditures — General Aviation	\$265,366,378	\$75,833,770	1,892
▶ Travel Arrangements	\$1,388,083,178	\$393,462,184	8,040
Total Aviation	\$53,986,259,092	\$14,369,288,411	312,581

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,392,045,876	\$426,162,208	8,588

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	Trade Flows ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$6,720,407,300	97,661
Exports	\$12,206,024,800	178,551
Total Enabling Effects	\$18,926,432,100	276,211

Indiana

Largest Commercial Airport:¹

Indianapolis International

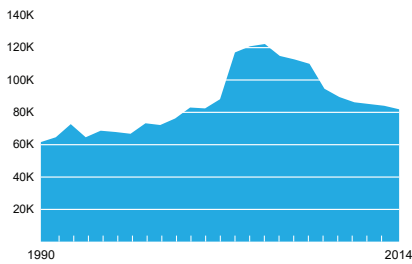
Population (Estimate):² **6,595,233**

Gross Domestic Product (\$Millions):³
\$324,901

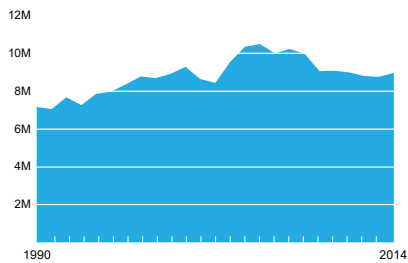
Contribution to Gross Domestic Product: **2.0%**

State Share of International Visitors to:⁴ **0.3%**

Number of Commercial Departures⁶



Number of Passengers⁶



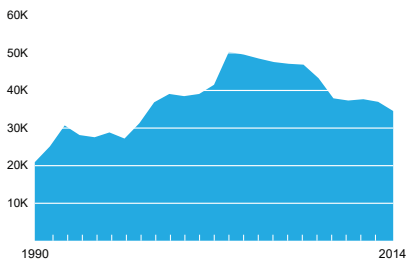
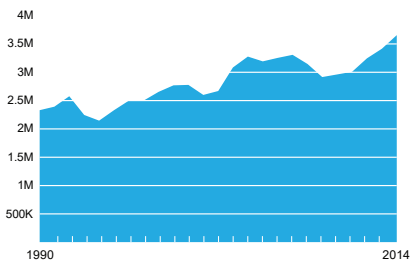
ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	5	235,862	1,123,878	8,977,313
General Aviation	53	1,090,432	—	—
Reliever Airports	7	—	—	—
Total Aviation	65	1,326,294	1,123,878	8,977,313

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,391,252,247	\$299,657,998	6,272
▶ Airport Operations	\$652,743,784	\$202,532,907	4,661
▶ General Aviation	\$454,496,818	\$97,892,821	2,049
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,178,800,692	\$720,206,240	13,874
▶ Avionics Manufacturing	\$224,890,577	\$50,952,423	982
▶ Research & Development	\$172,618,089	\$54,702,611	987
▶ Air Courier	\$2,122,499,777	\$634,530,445	18,258
Indirect			
▶ Visitor Expenditures — Commercial	\$4,021,237,310	\$1,135,304,321	36,430
▶ Visitor Expenditures — General Aviation	\$133,607,892	\$37,721,130	1,210
▶ Travel Arrangements	\$91,468,829	\$25,721,432	606
Total Aviation	\$12,443,616,015	\$3,259,222,327	85,328

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$338,139,206	\$103,230,282	2,500

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$3,064,255,400	24,121
Exports	\$16,210,752,800	93,958
Total Enabling Effects	\$19,275,008,200	118,078

Iowa

Largest Commercial Airport:¹**Des Moines International**Population (Estimate):² **3,108,030**Gross Domestic Product (\$Millions):³
\$169,661Contribution to Gross Domestic
Product: **1.0%**State Share of International Visitors
to:⁴ **0.1%**Number of Commercial Departures⁶Number of Passengers⁶

AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	8	102,709	115,482	3,650,186
General Aviation	70	795,396	—	—
Reliever Airports	1	—	—	—
Total Aviation	79	898,105	115,482	3,650,186

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$463,358,788	\$99,805,822	2,415
▶ Airport Operations	\$149,249,562	\$47,449,283	1,164
▶ General Aviation	\$271,555,473	\$58,492,076	1,415
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$404,101,163	\$89,269,391	1,650
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$4,059,092	\$1,297,987	26
▶ Air Courier	\$287,134,875	\$87,983,761	2,749
Indirect			
▶ Visitor Expenditures — Commercial	\$1,445,034,131	\$403,612,682	14,114
▶ Visitor Expenditures — General Aviation	\$101,949,663	\$28,475,574	996
▶ Travel Arrangements	\$35,339,231	\$9,743,517	274
Total Aviation	\$3,161,781,977	\$826,130,092	24,804

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$109,286,712	\$35,016,012	826

ENABLING EFFECTS

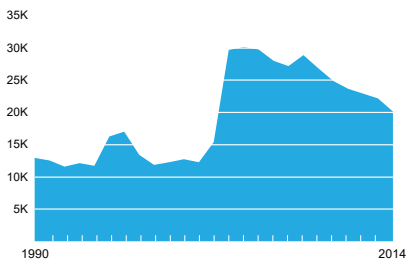
TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$219,256,300	10,528
Exports	\$1,636,169,600	20,469
Total Enabling Effects	\$1,855,425,900	30,998

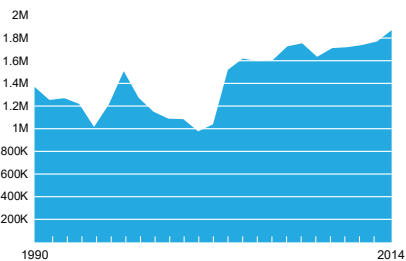
Kansas

Largest Commercial Airport:¹**Wichita Mid-Continent**Population (Estimate):² **2,899,360**Gross Domestic Product (\$Millions):³
\$147,493Contribution to Gross Domestic
Product: **6.0%**State Share of International Visitors
to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	7	109,187	39,291	1,872,418
General Aviation	69	1,303,559	—	—
Reliever Airports	4	—	—	—
Total Aviation	80	1,412,746	39,291	1,872,418

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$298,712,133	\$59,467,299	1,334
▶ Airport Operations	\$261,429,289	\$74,033,853	1,515
▶ General Aviation	\$559,311,175	\$111,347,084	2,499
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$12,634,302,306	\$2,758,695,639	50,934
▶ Avionics Manufacturing	\$1,535,022,021	\$335,171,540	6,188
▶ Research & Development	\$676,548,514	\$198,677,576	4,012
▶ Air Courier	\$207,417,918	\$52,114,575	1,411
Indirect			
▶ Visitor Expenditures — Commercial	\$843,652,606	\$226,055,572	7,990
▶ Visitor Expenditures — General Aviation	\$144,221,215	\$38,643,879	1,366
▶ Travel Arrangements	\$31,281,617	\$7,965,188	204
Total Aviation	\$17,191,898,796	\$3,862,172,205	77,452

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$227,099,155	\$64,839,160	1,611

ENABLING EFFECTS

TRADE FLOWS⁸

	Value (\$)	Weight (Tons)
Within State	\$255,100	82
State-to-State	\$1,885,133,200	22,663
Exports	\$2,910,665,200	15,365
Total Enabling Effects	\$4,796,053,500	38,110

Kentucky

Largest Commercial Airport:¹
Cincinnati/Northern Kentucky International

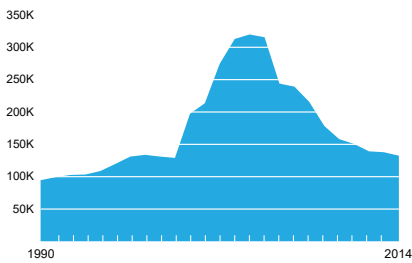
Population (Estimate):² **4,413,057**

Gross Domestic Product (\$Millions):³
\$186,344

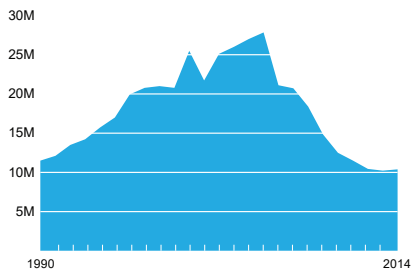
Contribution to Gross Domestic Product: **3.2%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	5	352,796	3,233,213	10,388,396
General Aviation	49	772,498	—	—
Reliever Airports	1	—	—	—
Total Aviation	55	1,125,294	3,233,213	10,388,396

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,585,657,857	\$325,517,793	6,593
▶ Airport Operations	\$363,099,258	\$106,596,058	2,376
▶ General Aviation	\$317,125,452	\$65,102,302	1,319
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$874,371,797	\$189,990,406	3,887
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$67,676,565	\$20,574,132	429
▶ Air Courier	\$4,165,067,782	\$1,168,478,695	29,475
Indirect			
▶ Visitor Expenditures — Commercial	\$3,566,390,277	\$966,304,489	28,805
▶ Visitor Expenditures — General Aviation	\$106,646,091	\$28,895,490	861
▶ Travel Arrangements	\$32,129,758	\$8,677,619	248
Total Aviation	\$11,078,164,837	\$2,880,136,984	73,993

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$121,253,826	\$36,313,547	899

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,772,148,300	52,994
Exports	\$9,426,663,100	49,260
Total Enabling Effects	\$12,198,811,400	102,254

Louisiana

Largest Commercial Airport:¹
Louis Armstrong New Orleans International

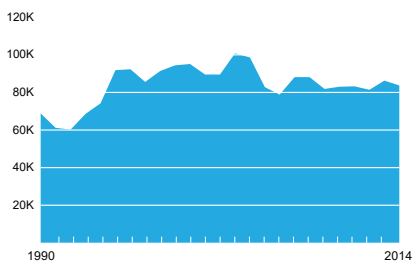
Population (Estimate):² **4,647,880**

Gross Domestic Product (\$Millions):³
\$242,785

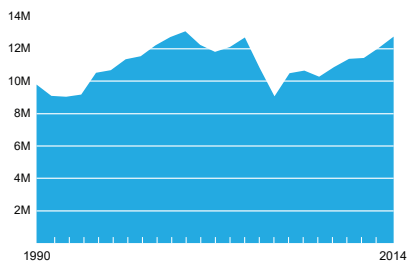
Contribution to Gross Domestic Product: **2.3%**

State Share of International Visitors to:⁴ **0.8%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	349,047	100,455	12,737,233
General Aviation	46	1,452,947	—	—
Reliever Airports	3	—	—	—
Total Aviation	56	1,801,994	100,455	12,737,233

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,105,629,381	\$478,716,125	9,109
▶ Airport Operations	\$429,617,215	\$139,883,530	2,856
▶ General Aviation	\$645,995,301	\$146,867,426	2,795
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,131,196,348	\$494,586,949	9,374
▶ Avionics Manufacturing	\$48,555,352	\$11,268,245	214
▶ Research & Development	\$6,665,675	\$2,209,553	45
▶ Air Courier	\$298,446,033	\$92,752,715	2,713
Indirect			
▶ Visitor Expenditures — Commercial	\$4,512,503,824	\$1,323,445,849	37,489
▶ Visitor Expenditures — General Aviation	\$136,584,656	\$40,058,115	1,135
▶ Travel Arrangements	\$37,620,427	\$10,882,707	309
Total Aviation	\$10,352,814,213	\$2,740,671,215	66,038

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$123,253,915	\$40,787,878	930

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$250,700	0
State-to-State	\$133,199,500	7,566
Exports	\$1,527,933,200	20,479
Total Enabling Effects	\$1,661,383,400	28,045

Maine

Largest Commercial Airport:¹
Portland International Jetport

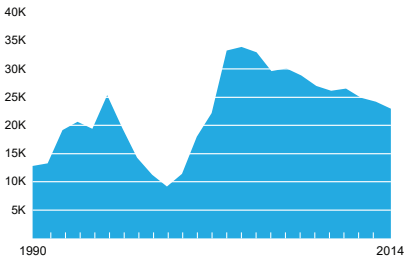
Population (Estimate):² **1,330,719**

Gross Domestic Product (\$Millions):³
\$55,250

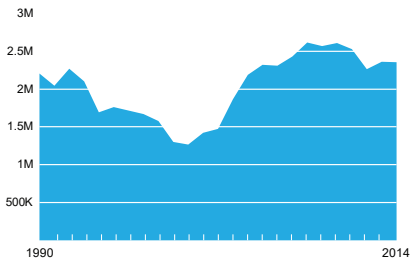
Contribution to Gross Domestic
 Product: **3.0%**

State Share of International Visitors
 to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	6	86,560	13,170	2,357,178
General Aviation	27	427,171	—	—
Reliever Airports	2	—	—	—
Total Aviation	35	513,731	13,170	2,357,178

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$310,510,759	\$72,755,746	1,775
▶ Airport Operations	\$111,784,308	\$37,901,215	928
▶ General Aviation	\$151,341,761	\$35,460,874	865
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,115,053,818	\$262,072,232	5,192
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$64,498,054	\$21,552,396	455
▶ Air Courier	\$186,805,443	\$59,996,965	1,732
Indirect			
▶ Visitor Expenditures — Commercial	\$1,002,109,353	\$295,552,434	9,954
▶ Visitor Expenditures — General Aviation	\$45,632,274	\$13,458,341	453
▶ Travel Arrangements	\$37,173,247	\$10,835,868	313
Total Aviation	\$3,024,909,016	\$809,586,072	21,668

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$58,257,177	\$19,347,377	492

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$55,131,000	2,056
Exports	\$1,001,709,300	13,889
Total Enabling Effects	\$1,056,840,300	15,946

Maryland

Largest Commercial Airport:¹

**Baltimore/Washington
International Thurgood Marshall**

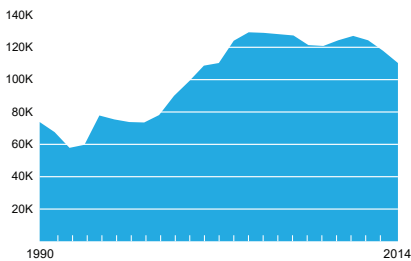
Population (Estimate):² **5,967,295**

Gross Domestic Product (\$Millions):³
\$349,605

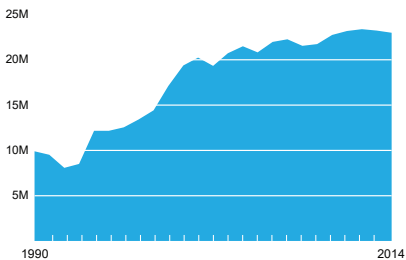
Contribution to Gross Domestic
Product: **2.3%**

State Share of International Visitors
to:⁴ **0.7%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	3	259,385	124,600	22,936,820
General Aviation	9	604,668	—	—
Reliever Airports	6	—	—	—
Total Aviation	18	864,053	124,600	22,936,820

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,250,074,045	\$709,177,201	12,120
▶ Airport Operations	\$859,556,702	\$265,640,219	5,541
▶ General Aviation	\$230,435,711	\$50,281,855	859
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$928,547,608	\$200,112,212	3,466
▶ Avionics Manufacturing	\$351,928,149	\$75,844,383	1,313
▶ Research & Development	\$637,399,492	\$192,441,796	3,155
▶ Air Courier	\$355,456,307	\$105,137,077	3,239
Indirect			
▶ Visitor Expenditures — Commercial	\$7,502,171,907	\$2,020,551,342	53,609
▶ Visitor Expenditures — General Aviation	\$66,802,209	\$17,991,762	477
▶ Travel Arrangements	\$174,071,395	\$46,448,409	971
Total Aviation	\$14,356,443,525	\$3,683,626,256	84,750

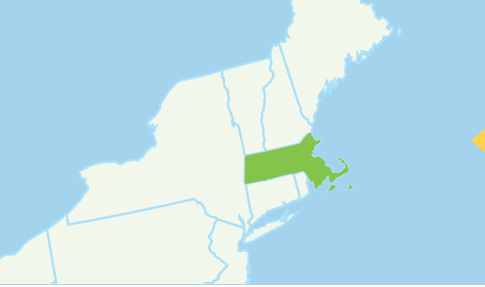
TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$762,969,290	\$229,057,354	5,132

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$786,901,600	14,781
Exports	\$4,650,092,500	38,690
Total Enabling Effects	\$5,436,994,100	53,471



Economic Impact of Civil Aviation by State (2014)

Massachusetts

Largest Commercial Airport:¹
General Edward Lawrence Logan International

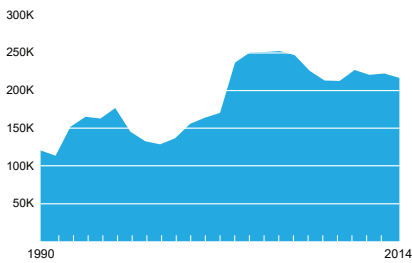
Population (Estimate):² **6,749,911**

Gross Domestic Product (\$Millions):³
\$455,979

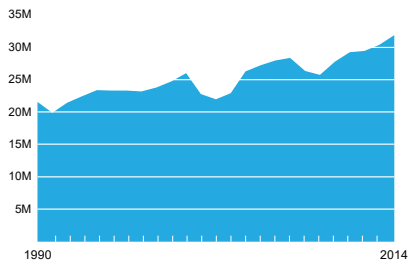
Contribution to Gross Domestic Product: **3.1%**

State Share of International Visitors to:⁴ **3.0%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	589,009	300,387	31,872,433
General Aviation	18	1,022,134	—	—
Reliever Airports	3	—	—	—
Total Aviation	28	1,611,143	300,387	31,872,433

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,313,939,782	\$931,287,373	16,792
▶ Airport Operations	\$1,497,702,305	\$461,016,585	9,722
▶ General Aviation	\$372,082,671	\$80,324,694	1,448
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$995,901,825	\$103,789,063	1,829
▶ Avionics Manufacturing	\$81,390,946	\$8,482,252	149
▶ Research & Development	\$594,497,885	\$186,908,284	2,924
▶ Air Courier	\$343,070,393	\$101,582,132	2,812
Indirect			
▶ Visitor Expenditures — Commercial	\$16,264,046,137	\$4,560,970,726	116,697
▶ Visitor Expenditures — General Aviation	\$135,858,416	\$38,099,145	975
▶ Travel Arrangements	\$377,876,499	\$104,368,450	2,126
Total Aviation	\$24,976,366,859	\$6,576,828,704	155,474

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$621,127,162	\$191,254,784	4,029

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$4,157,918,000	105,752
Exports	\$17,683,744,200	129,863
Total Enabling Effects	\$21,841,662,200	235,616

Michigan

Largest Commercial Airport:¹
Detroit Metropolitan Wayne County

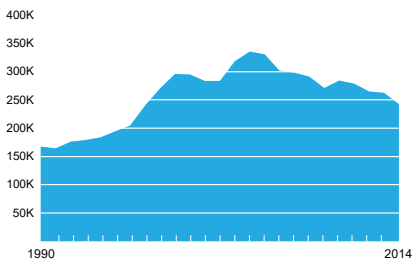
Population (Estimate):² **9,915,767**

Gross Domestic Product (\$Millions):³
\$447,961

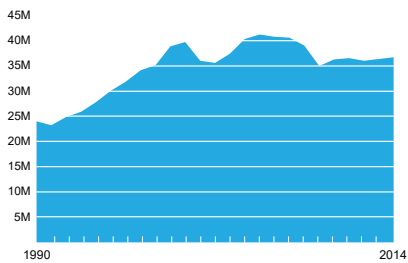
Contribution to Gross Domestic Product: **2.5%**

State Share of International Visitors to:⁴ **0.8%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	20	606,199	306,124	36,689,654
General Aviation	67	1,409,046	—	—
Reliever Airports	8	—	—	—
Total Aviation	95	2,015,245	306,124	36,689,654

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,227,385,790	\$1,216,562,324	22,083
▶ Airport Operations	\$999,716,433	\$329,412,545	7,540
▶ General Aviation	\$539,931,737	\$125,657,573	2,281
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,276,562,536	\$307,064,939	5,985
▶ Avionics Manufacturing	\$516,395,108	\$124,213,916	2,421
▶ Research & Development	\$278,324,578	\$92,150,620	1,609
▶ Air Courier	\$850,545,929	\$267,471,914	7,709
Indirect			
▶ Visitor Expenditures — Commercial	\$10,494,891,027	\$3,104,179,924	88,767
▶ Visitor Expenditures — General Aviation	\$188,519,839	\$55,760,417	1,595
▶ Travel Arrangements	\$135,228,737	\$39,648,602	1,018
Total Aviation	\$20,507,501,715	\$5,662,122,775	141,008

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$279,349,087	\$90,711,818	2,171

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,528,156,500	115,739
Exports	\$6,171,986,600	96,513
Total Enabling Effects	\$8,700,143,100	212,252

Minnesota

Largest Commercial Airport:¹
Minneapolis-St. Paul International

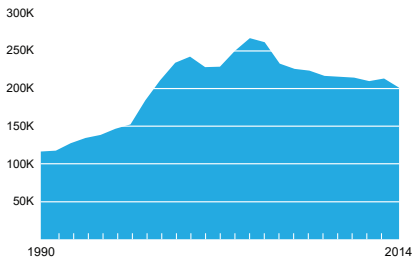
Population (Estimate):² **5,453,109**

Gross Domestic Product (\$Millions):³
\$316,578

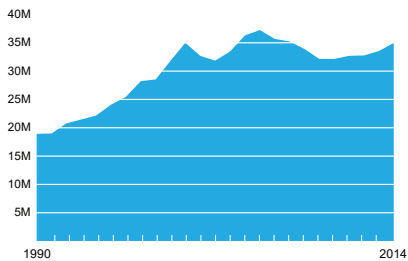
Contribution to Gross Domestic
 Product: **3.2%**

State Share of International Visitors
 to:⁴ **0.4%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	8	498,202	230,556	34,962,739
General Aviation	82	1,436,000	—	—
Reliever Airports	7	—	—	—
Total Aviation	97	1,934,202	230,556	34,962,739

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,673,332,929	\$1,271,022,166	23,294
▶ Airport Operations	\$781,403,076	\$246,920,825	5,600
▶ General Aviation	\$626,700,455	\$140,402,508	2,573
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$414,702,377	\$97,947,174	1,924
▶ Avionics Manufacturing	\$822,958,630	\$194,371,860	3,819
▶ Research & Development	\$83,528,202	\$26,599,454	445
▶ Air Courier	\$459,894,453	\$138,382,733	3,758
Indirect			
▶ Visitor Expenditures — Commercial	\$9,595,903,559	\$2,729,781,401	89,119
▶ Visitor Expenditures — General Aviation	\$180,137,949	\$51,244,494	1,673
▶ Travel Arrangements	\$229,086,994	\$65,105,568	1,523
Total Aviation	\$18,867,648,624	\$4,961,778,182	133,729

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$295,179,264	\$90,028,472	2,130

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,947,607,900	28,556
Exports	\$9,661,902,700	91,082
Total Enabling Effects	\$12,609,510,600	119,638

Mississippi

Largest Commercial Airport:¹
Jackson-Evers International

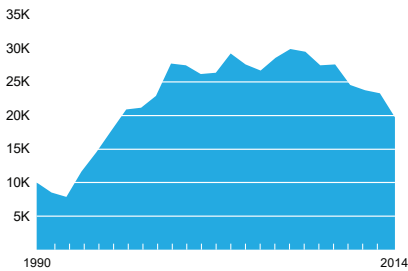
Population (Estimate):² **2,992,400**

Gross Domestic Product (\$Millions):³
\$103,828

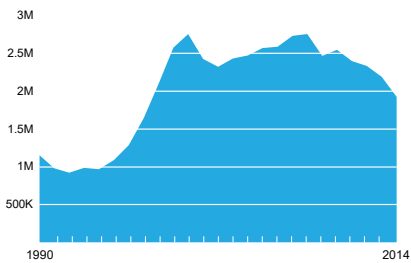
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	7	70,305	9,688	1,924,868
General Aviation	65	1,063,988	—	—
Reliever Airports	1	—	—	—
Total Aviation	73	1,134,293	9,688	1,924,868

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$296,158,138	\$64,046,625	1,513
▶ Airport Operations	\$141,048,446	\$44,533,850	1,111
▶ General Aviation	\$440,283,284	\$95,214,870	2,249
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,821,133,792	\$399,721,932	7,973
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,022,281	\$644,496	14
▶ Air Courier	\$37,286,037	\$10,633,853	329
Indirect			
▶ Visitor Expenditures — Commercial	\$725,327,036	\$203,642,676	7,131
▶ Visitor Expenditures — General Aviation	\$113,504,238	\$31,867,428	1,116
▶ Travel Arrangements	\$8,975,461	\$2,500,539	74
Total Aviation	\$3,585,738,713	\$852,806,269	21,510

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$129,139,043	\$40,806,531	1,056

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,939,466,800	8,062
Exports	\$1,404,901,500	13,343
Total Enabling Effects	\$4,344,368,300	21,405

Missouri

Largest Commercial Airport:¹

Lambert-St Louis International

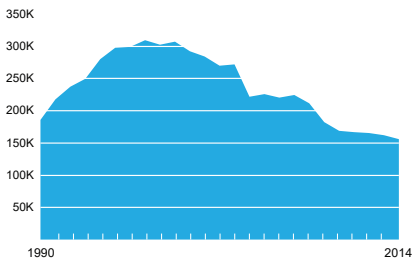
Population (Estimate):² **6,060,930**

Gross Domestic Product (\$Millions):³
\$282,874

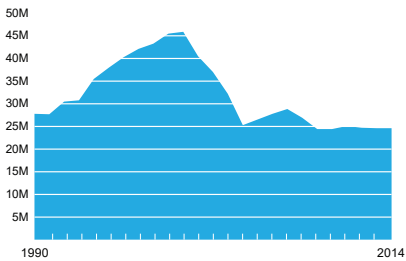
Contribution to Gross Domestic Product: **3.6%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	8	387,890	208,094	24,557,128
General Aviation	63	846,402	—	—
Reliever Airports	5	—	—	—
Total Aviation	76	1,234,292	208,094	24,557,128

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,579,004,812	\$770,143,580	16,156
▶ Airport Operations	\$682,297,736	\$203,950,597	4,770
▶ General Aviation	\$331,767,727	\$71,391,015	1,498
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,944,478,694	\$875,822,992	15,519
▶ Avionics Manufacturing	\$63,835,864	\$14,173,969	251
▶ Research & Development	\$367,451,578	\$105,782,309	1,990
▶ Air Courier	\$348,899,141	\$100,803,911	2,954
Indirect			
▶ Visitor Expenditures — Commercial	\$8,475,056,671	\$2,300,474,825	78,704
▶ Visitor Expenditures — General Aviation	\$116,961,340	\$31,748,061	1,086
▶ Travel Arrangements	\$326,637,120	\$86,827,979	2,160
Total Aviation	\$18,236,390,684	\$4,561,119,238	125,087

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$230,250,144	\$67,790,696	1,709

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$901,900	0
State-to-State	\$1,498,915,700	21,595
Exports	\$2,705,212,300	31,935
Total Enabling Effects	\$4,205,029,900	53,529

Montana

Largest Commercial Airport:¹
Billings Logan International

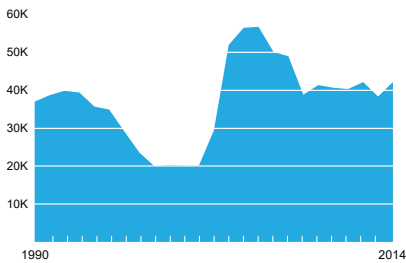
Population (Estimate):² **1,022,867**

Gross Domestic Product (\$Millions):³
\$44,448

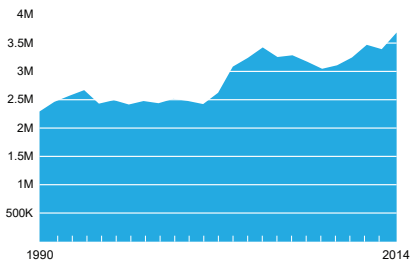
Contribution to Gross Domestic
Product: **3.3%**

State Share of International Visitors
to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	10	154,232	64,381	3,687,520
General Aviation	60	634,408	—	—
Reliever Airports	0	—	—	—
Total Aviation	70	788,640	64,381	3,687,520

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$565,138,339	\$127,983,564	3,009
▶ Airport Operations	\$131,679,119	\$44,368,022	1,096
▶ General Aviation	\$261,494,034	\$59,219,020	1,392
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$6,690,174	\$1,479,384	29
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$451,892,335	\$142,227,856	4,190
Indirect			
▶ Visitor Expenditures — Commercial	\$1,134,053,681	\$334,921,783	12,488
▶ Visitor Expenditures — General Aviation	\$65,819,898	\$19,438,690	725
▶ Travel Arrangements	\$14,140,685	\$4,135,887	123
Total Aviation	\$2,630,908,265	\$733,774,206	23,052

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$75,862,659	\$25,444,444	643

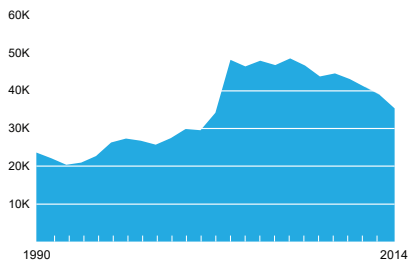
TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$599,108,900	4,212
Exports	\$257,702,700	2,062
Total Enabling Effects	\$856,811,600	6,274

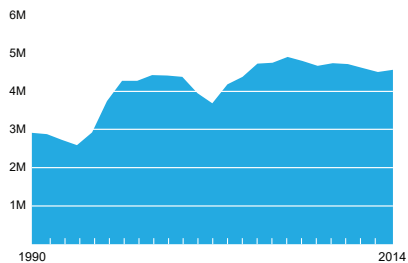
Nebraska

Largest Commercial Airport:¹**Eppley Airfield**Population (Estimate):² **1,881,145**Gross Domestic Product (\$Millions):³
\$111,297Contribution to Gross Domestic
Product: **2.4%**State Share of International Visitors
to:⁴ **0.6%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	6	122,362	64,346	4,555,588
General Aviation	66	722,723	—	—
Reliever Airports	1	—	—	—
Total Aviation	73	845,085	64,346	4,555,588

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$609,059,036	\$136,054,369	3,234
▶ Airport Operations	\$172,871,994	\$55,281,415	1,288
▶ General Aviation	\$259,872,051	\$58,051,397	1,380
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$91,895,736	\$9,751,864	198
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$4,289,031	\$1,391,623	28
▶ Air Courier	\$402,745,712	\$122,232,978	3,683
Indirect			
▶ Visitor Expenditures — Commercial	\$2,951,607,823	\$851,944,118	30,055
▶ Visitor Expenditures — General Aviation	\$71,041,148	\$20,505,125	723
▶ Travel Arrangements	\$53,432,159	\$15,030,023	422
Total Aviation	\$4,616,814,690	\$1,270,242,911	41,011

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$76,105,052	\$24,602,642	575

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$77,678,300	6,586
Exports	\$780,118,400	13,158
Total Enabling Effects	\$857,796,700	19,744

Nevada

Largest Commercial Airport:¹

McCarran International

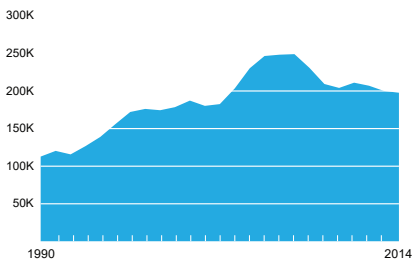
Population (Estimate):² **2,833,013**

Gross Domestic Product (\$Millions):³
\$133,784

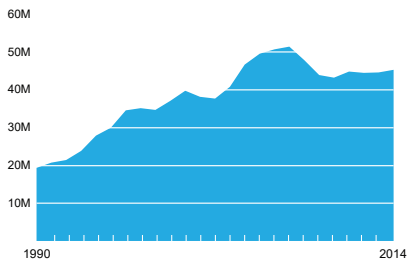
Contribution to Gross Domestic Product: **12.9%**

State Share of International Visitors to:⁴ **7.4%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	4	643,941	185,309	45,307,432
General Aviation	22	661,285	—	—
Reliever Airports	4	—	—	—
Total Aviation	30	1,305,226	185,309	45,307,432

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,421,923,449	\$1,491,885,045	29,131
▶ Airport Operations	\$1,137,408,464	\$372,431,648	9,052
▶ General Aviation	\$252,090,858	\$58,563,542	1,144
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$68,334,532	\$16,104,711	333
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$61,631,781	\$20,021,934	368
▶ Air Courier	\$378,776,679	\$120,785,419	3,421
Indirect			
▶ Visitor Expenditures — Commercial	\$20,828,834,361	\$6,058,322,478	168,351
▶ Visitor Expenditures — General Aviation	\$90,262,939	\$26,254,085	730
▶ Travel Arrangements	\$132,259,341	\$37,717,708	978
Total Aviation	\$29,371,522,404	\$8,202,086,571	213,508

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$134,540,219	\$43,335,772	1,093

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$515,371,500	19,762
Exports	\$4,819,074,200	14,292
Total Enabling Effects	\$5,334,445,700	34,054

New Hampshire

Largest Commercial Airport:¹

Manchester

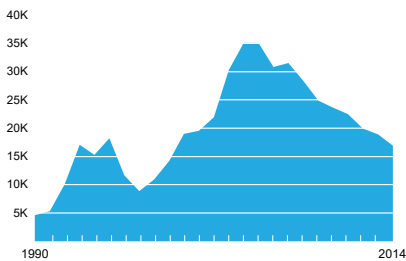
Population (Estimate):² **1,328,743**

Gross Domestic Product (\$Millions):³
\$71,153

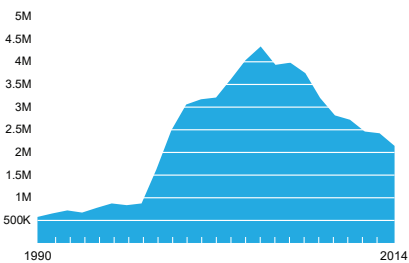
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	2	68,160	94,855	2,144,666
General Aviation	12	309,445	—	—
Reliever Airports	1	—	—	—
Total Aviation	15	377,605	94,855	2,144,666

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$277,220,106	\$58,773,776	1,198
▶ Airport Operations	\$110,532,558	\$34,185,029	751
▶ General Aviation	\$107,577,458	\$22,807,629	465
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$212,343,397	\$45,146,108	866
▶ Avionics Manufacturing	\$240,075,930	\$51,042,294	979
▶ Research & Development	\$33,497,890	\$10,181,172	166
▶ Air Courier	\$144,038,282	\$42,494,238	1,204
Indirect			
▶ Visitor Expenditures — Commercial	\$1,123,396,320	\$303,895,438	9,184
▶ Visitor Expenditures — General Aviation	\$28,209,518	\$7,631,095	231
▶ Travel Arrangements	\$39,737,827	\$10,495,078	228
Total Aviation	\$2,316,629,285	\$586,651,856	15,271

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$161,065,787	\$48,113,774	1,186

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$544,081,600	7,937
Exports	\$1,807,140,900	19,494
Total Enabling Effects	\$2,351,222,500	27,431

New Jersey

Largest Commercial Airport:¹
Newark Liberty International

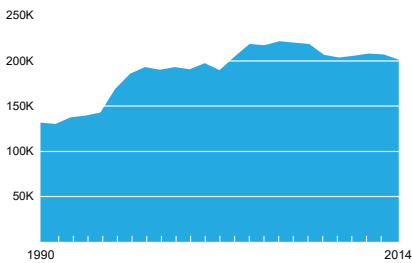
Population (Estimate):² **8,925,001**

Gross Domestic Product (\$Millions):³
\$543,787

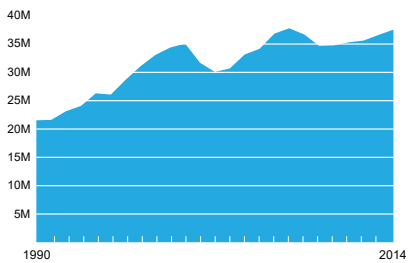
Contribution to Gross Domestic
 Product: **2.6%**

State Share of International Visitors
 to:⁴ **2.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	3	509,894	722,077	37,517,419
General Aviation	8	824,286	—	—
Reliever Airports	13	—	—	—
Total Aviation	24	1,334,180	722,077	37,517,419

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,056,659,216	\$1,290,170,033	21,576
▶ Airport Operations	\$1,576,591,116	\$465,332,878	8,815
▶ General Aviation	\$357,891,065	\$76,236,802	1,275
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$249,328,960	\$54,514,261	978
▶ Avionics Manufacturing	\$437,090,791	\$95,567,244	1,714
▶ Research & Development	\$192,456,325	\$57,753,503	914
▶ Air Courier	\$1,023,972,832	\$290,562,075	7,216
Indirect			
▶ Visitor Expenditures — Commercial	\$14,144,666,835	\$3,862,307,163	97,885
▶ Visitor Expenditures — General Aviation	\$118,123,349	\$32,254,465	817
▶ Travel Arrangements	\$411,990,932	\$110,473,006	2,254
Total Aviation	\$24,568,771,422	\$6,335,171,428	143,443

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$756,205,392	\$220,907,145	4,566

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$3,897,455,600	55,663
Exports	\$13,315,439,700	132,700
Total Enabling Effects	\$17,212,895,300	188,363

New Mexico

Largest Commercial Airport:¹
Albuquerque International Sunport

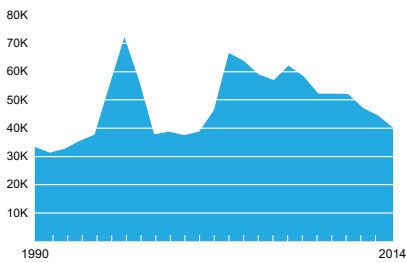
Population (Estimate):² **2,083,024**

Gross Domestic Product (\$Millions):³
\$94,731

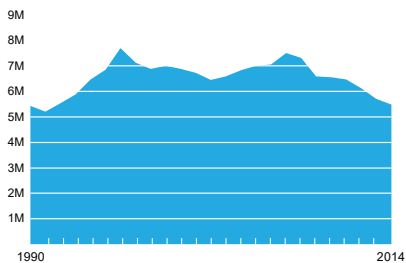
Contribution to Gross Domestic
 Product: **2.1%**

State Share of International Visitors
 to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	6	127,702	104,043	5,486,777
General Aviation	43	553,371	—	—
Reliever Airports	1	—	—	—
Total Aviation	50	681,073	104,043	5,486,777

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$855,165,777	\$192,664,848	3,968
▶ Airport Operations	\$139,250,566	\$46,162,855	1,073
▶ General Aviation	\$231,964,832	\$52,260,591	1,076
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$79,822,977	\$18,159,614	332
▶ Avionics Manufacturing	\$56,751,310	\$12,910,842	236
▶ Research & Development	\$46,083,382	\$15,295,167	286
▶ Air Courier	\$387,319,022	\$118,582,337	3,530
Indirect			
▶ Visitor Expenditures — Commercial	\$1,662,603,637	\$485,578,155	18,076
▶ Visitor Expenditures — General Aviation	\$63,620,137	\$18,580,826	692
▶ Travel Arrangements	\$10,023,142	\$2,886,981	79
Total Aviation	\$3,532,604,784	\$963,082,215	29,348

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$190,458,977	\$61,791,705	1,670

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$264,216,500	2,789
Exports	\$1,403,567,300	5,828
Total Enabling Effects	\$1,667,783,800	8,617

New York

Largest Commercial Airport:¹
John F. Kennedy International

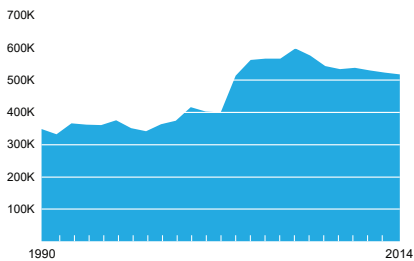
Population (Estimate):² **19,718,515**

Gross Domestic Product (\$Millions):³
\$1,382,933

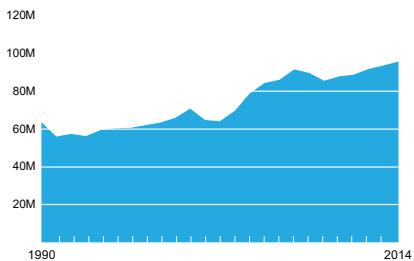
Contribution to Gross Domestic Product: **3.9%**

State Share of International Visitors to:⁴ **19.6%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	20	1,258,843	1,587,786	95,725,518
General Aviation	50	2,065,150	—	—
Reliever Airports	19	—	—	—
Total Aviation	89	3,323,993	1,587,786	95,725,518

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$12,986,123,229	\$2,721,612,150	44,766
▶ Airport Operations	\$3,349,701,229	\$1,004,737,257	19,973
▶ General Aviation	\$753,487,660	\$157,914,809	2,597
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,813,767,685	\$622,639,084	9,241
▶ Avionics Manufacturing	\$350,479,249	\$77,555,116	1,151
▶ Research & Development	\$1,678,461,182	\$481,197,895	7,685
▶ Air Courier	\$1,011,498,366	\$296,268,601	7,852
Indirect			
▶ Visitor Expenditures — Commercial	\$68,098,352,964	\$18,352,693,396	464,642
▶ Visitor Expenditures — General Aviation	\$225,447,642	\$60,758,759	1,538
▶ Travel Arrangements	\$1,644,219,563	\$424,235,563	8,441
Total Aviation	\$92,911,538,769	\$24,199,612,631	567,886

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$560,532,012	\$162,310,447	3,497

ENABLING EFFECTS

TRADE FLOWS⁸

	Value (\$)	Weight (Tons)
Within State	\$13,225,000	500
State-to-State	\$4,941,505,100	41,225
Exports	\$47,889,599,100	177,806
Total Enabling Effects	\$52,844,329,200	219,531



Economic Impact of Civil Aviation by State (2014)

North Carolina

Largest Commercial Airport:¹

Charlotte/Douglas International

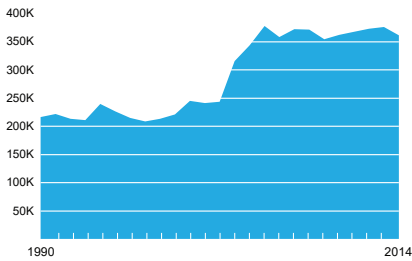
Population (Estimate):² **9,934,399**

Gross Domestic Product (\$Millions):³
\$473,471

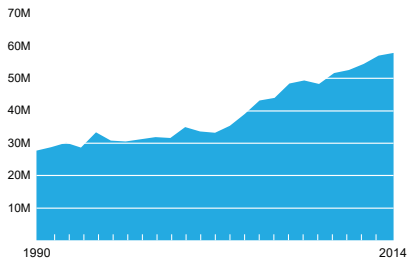
Contribution to Gross Domestic Product: **3.5%**

State Share of International Visitors to:⁴ **1.0%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	9	838,587	304,730	57,912,631
General Aviation	60	1,634,324	—	—
Reliever Airports	3	—	—	—
Total Aviation	72	2,472,911	304,730	57,912,631

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$8,283,440,364	\$1,910,537,919	39,037
▶ Airport Operations	\$1,060,205,848	\$342,258,792	8,118
▶ General Aviation	\$628,707,094	\$145,008,437	2,963
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$7,205,947,161	\$1,713,825,484	30,416
▶ Avionics Manufacturing	\$346,974,350	\$82,522,598	1,465
▶ Research & Development	\$99,493,541	\$32,290,540	584
▶ Air Courier	\$642,620,652	\$198,974,114	6,062
Indirect			
▶ Visitor Expenditures — Commercial	\$11,432,479,844	\$3,309,659,503	107,740
▶ Visitor Expenditures — General Aviation	\$220,712,076	\$63,895,308	2,080
▶ Travel Arrangements	\$224,265,473	\$64,100,416	1,742
Total Aviation	\$30,144,846,403	\$7,863,073,112	200,207

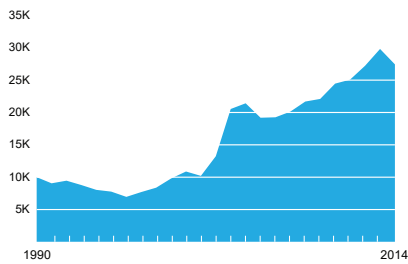
TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$304,721,960	\$96,925,063	2,375

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,165,745,200	44,508
Exports	\$8,468,261,300	89,225
Total Enabling Effects	\$10,634,006,500	133,733

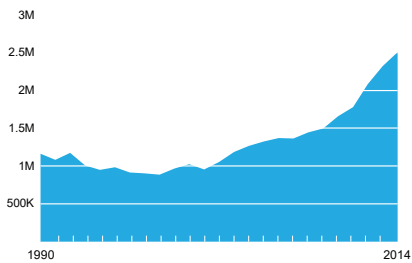
North Dakota

Largest Commercial Airport:¹**Hector International**Population (Estimate):² **739,904**Gross Domestic Product (\$Millions):³
\$59,308Contribution to Gross Domestic Product: **2.0%**State Share of International Visitors to:⁴ **0.0%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	8	186,578	32,903	2,508,626
General Aviation	45	651,095	—	—
Reliever Airports	0	—	—	—
Total Aviation	53	837,673	32,903	2,508,626

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$391,969,984	\$80,650,067	1,730
▶ Airport Operations	\$135,450,136	\$40,871,017	780
▶ General Aviation	\$273,611,282	\$56,297,087	1,208
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$102,161,797	\$7,592,570	154
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$7,866,336	\$2,427,614	47
▶ Air Courier	\$446,661,664	\$122,901,207	3,227
Indirect			
▶ Visitor Expenditures — Commercial	\$820,003,032	\$220,398,767	7,905
▶ Visitor Expenditures — General Aviation	\$48,534,632	\$13,045,041	468
▶ Travel Arrangements	\$9,841,592	\$2,623,947	74
Total Aviation	\$2,236,100,455	\$546,807,316	15,592

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$222,107,545	\$67,835,640	1,325

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	Trade Flows ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$11,086,700	1,380
Exports	\$201,950,500	2,482
Total Enabling Effects	\$213,037,200	3,862

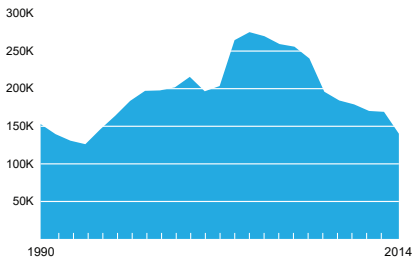


Economic Impact of Civil Aviation by State (2014)

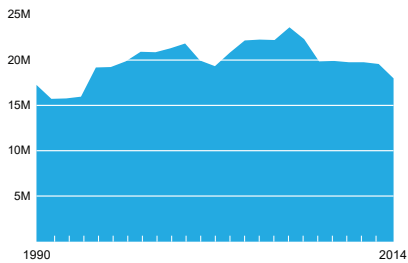
Ohio

Largest Commercial Airport:¹
Cleveland-Hopkins International
 Population (Estimate):² **11,594,408**
 Gross Domestic Product (\$Millions):³
\$591,333
 Contribution to Gross Domestic
 Product: **2.3%**
 State Share of International Visitors
 to:⁴ **0.7%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	528,389	248,935	18,003,181
General Aviation	81	2,452,438	—	—
Reliever Airports	11	—	—	—
Total Aviation	99	2,980,827	248,935	18,003,181

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,906,200,809	\$654,321,463	11,934
▶ Airport Operations	\$718,331,497	\$226,805,303	4,714
▶ General Aviation	\$1,064,748,793	\$239,724,656	4,372
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$8,989,734,303	\$2,112,255,868	41,139
▶ Avionics Manufacturing	\$287,080,450	\$67,453,313	1,314
▶ Research & Development	\$2,249,740,828	\$715,817,234	13,551
▶ Air Courier	\$443,243,779	\$133,433,810	3,927
Indirect			
▶ Visitor Expenditures — Commercial	\$8,917,271,175	\$2,548,718,571	80,035
▶ Visitor Expenditures — General Aviation	\$231,018,494	\$66,029,295	2,073
▶ Travel Arrangements	\$206,481,815	\$58,725,641	1,479
Total Aviation	\$26,013,851,942	\$6,823,285,153	164,540

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$500,344,817	\$154,500,973	3,674

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$9,946,300	115
State-to-State	\$2,143,462,900	35,192
Exports	\$13,832,234,300	148,382
Total Enabling Effects	\$15,985,643,500	183,689

Oklahoma

Largest Commercial Airport:¹

Will Rogers World

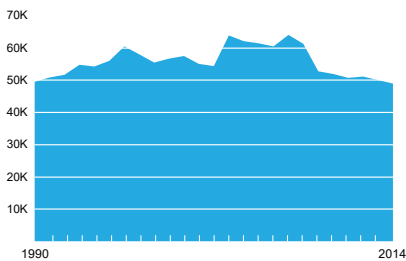
Population (Estimate):² **3,877,499**

Gross Domestic Product (\$Millions):³
\$194,466

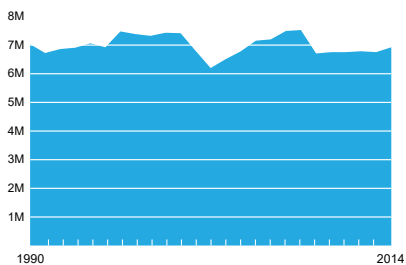
Contribution to Gross Domestic Product: **1.9%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	3	122,595	96,015	6,909,908
General Aviation	95	961,035	—	—
Reliever Airports	3	—	—	—
Total Aviation	101	1,083,630	96,015	6,909,908

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,168,475,331	\$272,424,054	5,051
▶ Airport Operations	\$294,099,198	\$97,428,961	2,246
▶ General Aviation	\$437,078,290	\$101,902,570	1,889
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,578,824,056	\$376,079,344	7,118
▶ Avionics Manufacturing	\$80,302,843	\$19,128,313	362
▶ Research & Development	\$67,013,192	\$22,271,963	462
▶ Air Courier	\$246,538,597	\$77,069,613	2,248
Indirect			
▶ Visitor Expenditures — Commercial	\$2,698,097,067	\$791,740,174	27,631
▶ Visitor Expenditures — General Aviation	\$129,591,776	\$38,027,919	1,327
▶ Travel Arrangements	\$45,425,033	\$13,226,084	371
Total Aviation	\$6,745,445,384	\$1,809,298,994	48,705

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,531,478,918	\$500,391,060	12,104

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$356,141,300	15,965
Exports	\$2,448,982,700	21,847
Total Enabling Effects	\$2,805,124,000	37,812

Oregon

Largest Commercial Airport:¹

Portland International

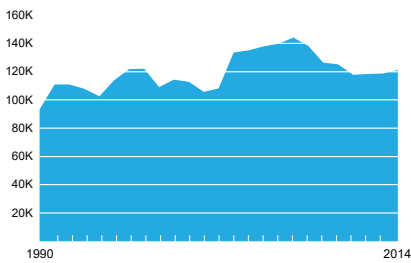
Population (Estimate):² **3,968,371**

Gross Domestic Product (\$Millions):³
\$203,606

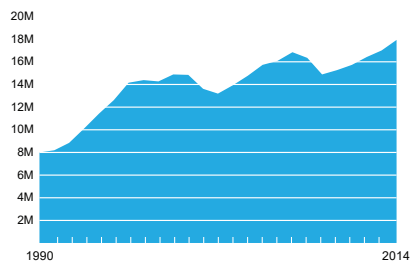
Contribution to Gross Domestic Product: **3.4%**

State Share of International Visitors to:⁴ **0.7%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	311,511	235,079	17,920,099
General Aviation	48	1,352,681	—	—
Reliever Airports	2	—	—	—
Total Aviation	57	1,664,192	235,079	17,920,099

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,451,026,899	\$518,376,644	10,629
▶ Airport Operations	\$483,687,656	\$145,005,549	3,114
▶ General Aviation	\$497,594,774	\$105,238,139	2,158
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$599,051,595	\$137,828,996	2,609
▶ Avionics Manufacturing	\$171,050,161	\$39,354,994	745
▶ Research & Development	\$43,659,804	\$13,945,634	274
▶ Air Courier	\$997,309,856	\$293,238,229	8,541
Indirect			
▶ Visitor Expenditures — Commercial	\$6,851,532,251	\$1,957,359,247	61,926
▶ Visitor Expenditures — General Aviation	\$187,028,357	\$53,430,630	1,690
▶ Travel Arrangements	\$72,642,483	\$20,270,691	541
Total Aviation	\$12,354,583,837	\$3,284,048,753	92,226

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$177,190,728	\$54,952,254	1,250

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$791,381,700	24,490
Exports	\$10,159,366,500	41,321
Total Enabling Effects	\$10,950,748,200	65,811

Pennsylvania

Largest Commercial Airport:¹

Philadelphia International

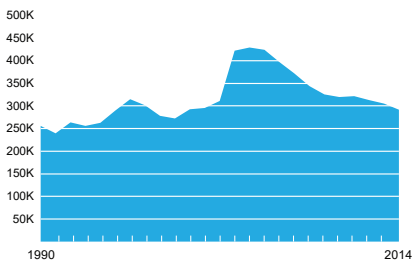
Population (Estimate):² **12,790,565**

Gross Domestic Product (\$Millions):³
\$685,420

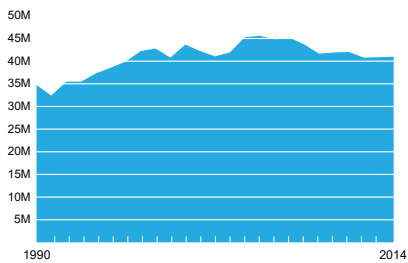
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors to:⁴ **2.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	13	712,047	621,643	40,897,254
General Aviation	38	1,511,573	—	—
Reliever Airports	12	—	—	—
Total Aviation	63	2,223,620	621,643	40,897,254

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,477,755,551	\$1,425,222,063	25,551
▶ Airport Operations	\$1,473,822,867	\$456,452,799	9,687
▶ General Aviation	\$643,920,542	\$141,674,035	2,540
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,781,829,552	\$879,367,870	14,831
▶ Avionics Manufacturing	\$200,393,767	\$46,596,452	786
▶ Research & Development	\$754,079,599	\$233,786,188	3,857
▶ Air Courier	\$1,467,599,603	\$435,966,895	12,087
Indirect			
▶ Visitor Expenditures — Commercial	\$16,807,033,908	\$4,722,413,535	147,270
▶ Visitor Expenditures — General Aviation	\$162,290,906	\$45,600,239	1,422
▶ Travel Arrangements	\$310,586,560	\$86,166,690	2,017
Total Aviation	\$32,079,312,855	\$8,473,246,767	220,048

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$454,259,853	\$138,990,562	3,027

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,862,913,800	28,972
Exports	\$12,226,154,200	128,021
Total Enabling Effects	\$14,089,068,000	156,993

Rhode Island

Largest Commercial Airport:¹

Theodore Francis Green State

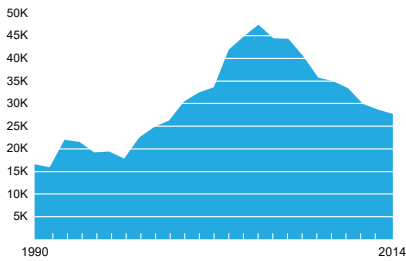
Population (Estimate):² **1,054,480**

Gross Domestic Product (\$Millions):³
\$53,898

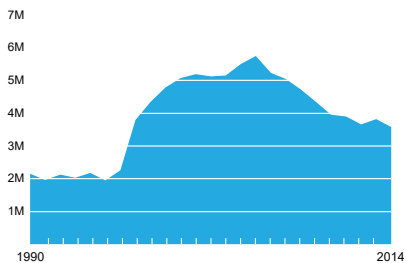
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶

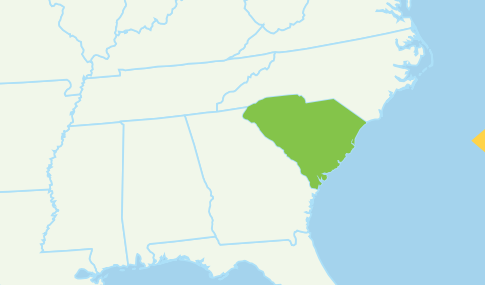


ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	3	60,951	13,960	3,579,484
General Aviation	1	100,011	—	—
Reliever Airports	2	—	—	—
Total Aviation	6	160,962	13,960	3,579,484

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$459,294,854	\$93,722,004	1,990
▶ Airport Operations	\$128,418,274	\$38,175,238	855
▶ General Aviation	\$34,513,712	\$7,042,740	150
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$126,465,705	\$34,891,601	994
Indirect			
▶ Visitor Expenditures — Commercial	\$1,618,106,504	\$434,343,112	14,266
▶ Visitor Expenditures — General Aviation	\$9,987,781	\$2,680,988	88
▶ Travel Arrangements	\$42,524,352	\$10,878,376	273
Total Aviation	\$2,419,311,181	\$621,734,060	18,616

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$38,467,232	\$11,179,070	244

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$207,581,800	3,879
Exports	\$1,375,285,200	10,809
Total Enabling Effects	\$1,582,867,000	14,688



South Carolina

Largest Commercial Airport:¹

Charleston International

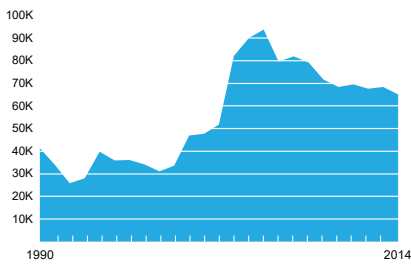
Population (Estimate):² **4,828,430**

Gross Domestic Product (\$Millions):³
\$190,773

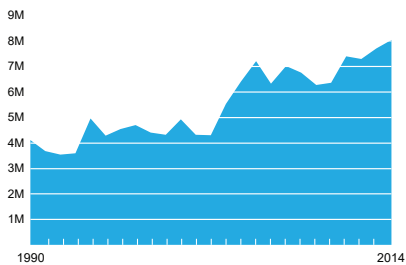
Contribution to Gross Domestic Product: **2.2%**

State Share of International Visitors to:⁴ **0.4%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	6	332,642	124,326	8,038,789
General Aviation	45	1,085,485	—	—
Reliever Airports	2	—	—	—
Total Aviation	53	1,418,127	124,326	8,038,789

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,175,360,428	\$274,023,066	6,706
▶ Airport Operations	\$453,459,758	\$146,809,246	3,595
▶ General Aviation	\$426,851,694	\$99,516,036	2,435
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,826,416,958	\$417,891,951	7,841
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$23,938,266	\$7,647,699	160
▶ Air Courier	\$335,934,845	\$103,035,340	3,176
Indirect			
▶ Visitor Expenditures — Commercial	\$3,056,368,692	\$871,081,268	24,717
▶ Visitor Expenditures — General Aviation	\$129,933,474	\$37,031,728	1,051
▶ Travel Arrangements	\$46,885,700	\$13,052,069	342
Total Aviation	\$7,475,149,816	\$1,970,088,405	50,023

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$150,455,095	\$47,526,437	1,218

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$742,326,200	13,896
Exports	\$3,907,652,300	61,955
Total Enabling Effects	\$4,649,978,500	75,851

South Dakota

Largest Commercial Airport:¹
Sioux Falls Regional/Joe Foss Field

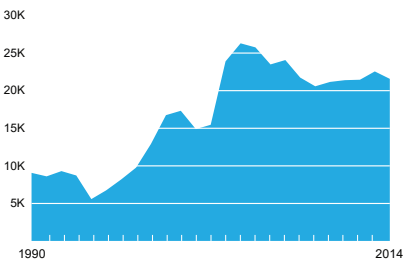
Population (Estimate):² **852,561**

Gross Domestic Product (\$Millions):³
\$45,588

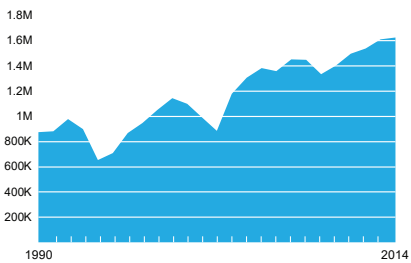
Contribution to Gross Domestic Product: **1.5%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	5	76,690	56,990	1,624,507
General Aviation	53	393,572	—	—
Reliever Airports	0	—	—	—
Total Aviation	58	470,262	56,990	1,624,507

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$204,146,126	\$46,258,934	1,104
▶ Airport Operations	\$45,494,585	\$15,194,694	355
▶ General Aviation	\$133,019,863	\$30,141,924	720
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$287,899,617	\$91,102,343	2,709
Indirect			
▶ Visitor Expenditures — Commercial	\$546,680,853	\$157,256,486	4,998
▶ Visitor Expenditures — General Aviation	\$32,779,804	\$9,429,335	300
▶ Travel Arrangements	\$5,684,039	\$1,563,287	45
Total Aviation	\$1,255,704,887	\$350,947,003	10,230

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$58,759,196	\$19,424,628	450

ENABLING EFFECTS

TRADE FLOWS⁸

	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$127,532,300	1,827
Exports	\$223,489,200	2,679
Total Enabling Effects	\$351,021,500	4,507

Tennessee

Largest Commercial Airport:¹
Nashville International

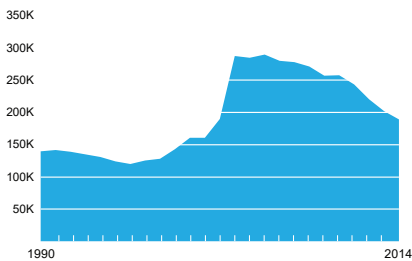
Population (Estimate):² **6,544,663**

Gross Domestic Product (\$Millions):³
\$299,158

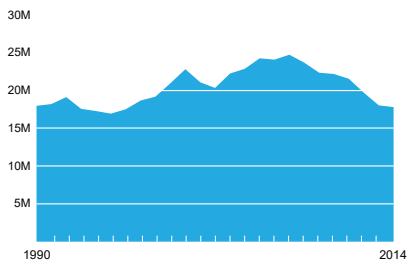
Contribution to Gross Domestic Product: **3.6%**

State Share of International Visitors to:⁴ **0.3%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	5	470,735	4,773,640	17,774,454
General Aviation	59	1,224,744	—	—
Reliever Airports	5	—	—	—
Total Aviation	69	1,695,479	4,773,640	17,774,454

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,758,358,462	\$597,864,599	13,550
▶ Airport Operations	\$691,117,700	\$205,988,066	4,362
▶ General Aviation	\$511,178,411	\$110,796,142	2,511
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$641,194,164	\$148,496,686	2,822
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$20,372,953	\$6,430,894	118
▶ Air Courier	\$8,586,843,014	\$2,406,650,945	58,795
Indirect			
▶ Visitor Expenditures — Commercial	\$6,190,071,709	\$1,749,990,958	50,246
▶ Visitor Expenditures — General Aviation	\$159,524,607	\$45,099,093	1,295
▶ Travel Arrangements	\$94,966,185	\$26,467,657	612
Total Aviation	\$19,653,627,206	\$5,297,785,041	134,312

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$336,824,444	\$101,958,141	2,354

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$1,075,300	128
State-to-State	\$2,253,214,500	23,434
Exports	\$12,225,732,500	75,482
Total Enabling Effects	\$14,480,022,300	99,043



Economic Impact of Civil Aviation by State (2014)

Texas

Largest Commercial Airport:¹

Dallas/Fort Worth International

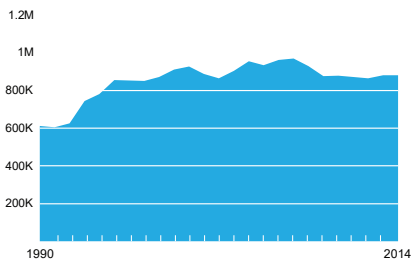
Population (Estimate):² **26,944,751**

Gross Domestic Product (\$Millions):³
\$1,627,865

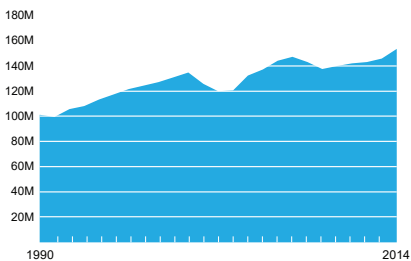
Contribution to Gross Domestic Product: **3.7%**

State Share of International Visitors to:⁴ **4.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	26	2,022,729	1,923,930	153,541,889
General Aviation	160	4,597,798	—	—
Reliever Airports	24	—	—	—
Total Aviation	210	6,620,527	1,923,930	153,541,889

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$28,994,935,266	\$6,843,043,923	120,731
▶ Airport Operations	\$5,730,936,291	\$1,834,121,931	40,335
▶ General Aviation	\$2,335,166,755	\$551,118,619	9,723
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$21,357,677,093	\$5,197,240,772	87,584
▶ Avionics Manufacturing	\$1,898,888,446	\$462,081,171	7,787
▶ Research & Development	\$892,622,991	\$289,599,168	5,118
▶ Air Courier	\$3,095,625,037	\$946,763,285	26,945
Indirect			
▶ Visitor Expenditures — Commercial	\$44,115,640,164	\$12,856,942,122	334,515
▶ Visitor Expenditures — General Aviation	\$653,068,156	\$190,328,406	4,952
▶ Travel Arrangements	\$970,736,350	\$281,306,808	6,110
Total Aviation	\$110,045,296,550	\$29,452,546,206	643,801

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,872,864,018	\$588,280,076	13,172

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$863,269,600	2,646
State-to-State	\$13,586,214,100	137,224
Exports	\$46,651,185,000	417,002
Total Enabling Effects	\$61,100,668,700	556,872

Utah

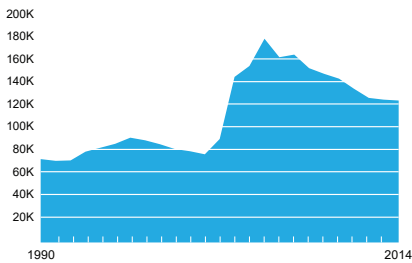
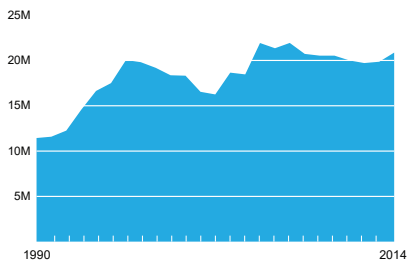
Largest Commercial Airport:¹
Salt Lake City International

Population (Estimate):² **2,941,836**

Gross Domestic Product (\$Millions):³
\$140,296

Contribution to Gross Domestic
Product: **5.4%**

State Share of International Visitors
to:⁴ **1.1%**

Number of Commercial Departures⁶Number of Passengers⁶

AVIATION STATISTICS

ACTIVITY	Commercial ⁶			
	Number of Airports ¹	Aircraft Operations ⁵	Freight (Tons)	Passengers
Commercial Aviation	7	305,903	185,140	20,825,846
General Aviation	28	597,611	—	—
Reliever Airports	1	—	—	—
Total Aviation	36	903,514	185,140	20,825,846

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,624,912,197	\$839,311,698	16,641
▶ Airport Operations	\$439,240,164	\$142,006,827	3,068
▶ General Aviation	\$279,760,355	\$64,775,676	1,284
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,035,790,594	\$250,835,424	4,944
▶ Avionics Manufacturing	\$277,604,939	\$67,227,056	1,325
▶ Research & Development	\$116,098,995	\$38,110,580	779
▶ Air Courier	\$587,784,602	\$181,916,573	5,248
Indirect			
▶ Visitor Expenditures — Commercial	\$6,889,731,961	\$2,018,976,965	69,566
▶ Visitor Expenditures — General Aviation	\$67,885,850	\$19,893,367	685
▶ Travel Arrangements	\$212,560,658	\$62,086,352	1,777
Total Aviation	\$13,531,370,314	\$3,685,140,519	105,317

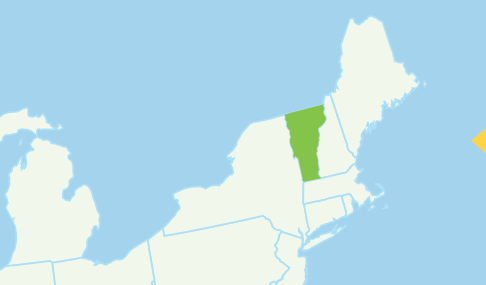
TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$268,332,511	\$85,401,139	2,118

ENABLING EFFECTS

TRADE FLOWS⁸

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,413,630,200	330,381
Exports	\$13,258,764,700	41,496
Total Enabling Effects	\$15,672,394,900	371,877



Economic Impact of Civil Aviation by State (2014)

Vermont

Largest Commercial Airport:¹

Burlington International

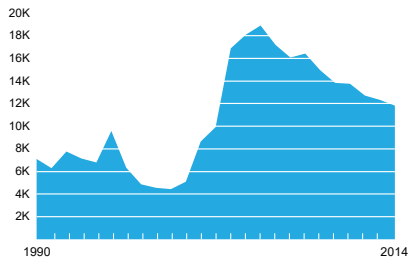
Population (Estimate):² **626,984**

Gross Domestic Product (\$Millions):³
\$29,259

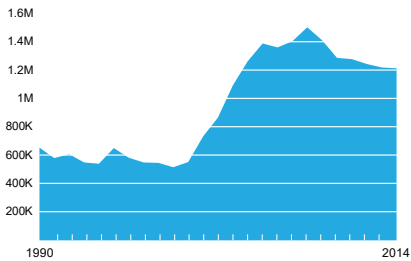
Contribution to Gross Domestic Product: **2.2%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	2	34,977	5,643	1,214,426
General Aviation	10	175,156	—	—
Reliever Airports	0	—	—	—
Total Aviation	12	210,133	5,643	1,214,426

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$148,732,057	\$31,442,705	766
▶ Airport Operations	\$41,187,583	\$13,019,811	318
▶ General Aviation	\$57,694,085	\$12,196,820	297
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$117,733,894	\$11,330,576	237
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$45,192,919	\$14,681,229	304
▶ Air Courier	\$36,552,341	\$11,339,278	331
Indirect			
▶ Visitor Expenditures — Commercial	\$700,695,241	\$196,921,901	7,033
▶ Visitor Expenditures — General Aviation	\$14,555,835	\$4,090,741	146
▶ Travel Arrangements	\$10,221,879	\$2,854,694	73
Total Aviation	\$1,172,565,834	\$297,877,756	9,505

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$27,211,612	\$8,770,866	217

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$434,508,500	3,790
Exports	\$2,104,085,100	3,539
Total Enabling Effects	\$2,538,593,600	7,329

Virginia

Largest Commercial Airport:¹

Washington Dulles International

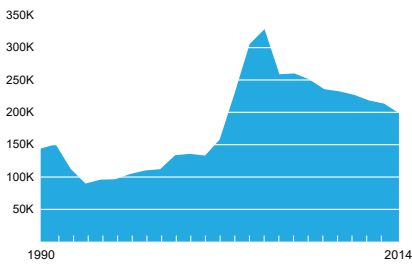
Population (Estimate):² **8,317,372**

Gross Domestic Product (\$Millions):³
\$460,151

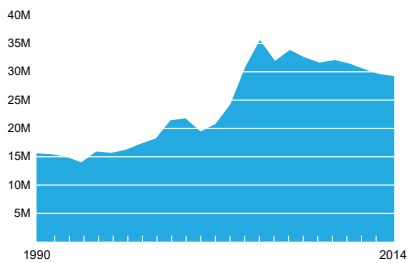
Contribution to Gross Domestic Product: **2.1%**

State Share of International Visitors to:⁴ **1.0%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	8	496,792	415,256	29,226,079
General Aviation	33	1,223,482	—	—
Reliever Airports	6	—	—	—
Total Aviation	47	1,720,274	415,256	29,226,079

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,180,046,674	\$915,791,882	16,890
▶ Airport Operations	\$1,178,178,313	\$361,638,022	7,241
▶ General Aviation	\$470,631,411	\$103,108,998	1,902
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$939,031,530	\$211,029,726	3,536
▶ Avionics Manufacturing	\$486,112,532	\$109,244,675	1,831
▶ Research & Development	\$170,180,781	\$50,658,871	859
▶ Air Courier	\$563,071,502	\$168,048,811	4,922
Indirect			
▶ Visitor Expenditures — Commercial	\$8,385,891,783	\$2,344,007,183	76,955
▶ Visitor Expenditures — General Aviation	\$150,091,929	\$41,953,387	1,377
▶ Travel Arrangements	\$265,031,621	\$70,550,125	1,537
Total Aviation	\$16,788,268,075	\$4,376,031,680	117,048

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,356,431,114	\$406,420,254	9,261

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,151,912,500	13,737
Exports	\$6,469,282,500	39,577
Total Enabling Effects	\$7,621,195,000	53,314

Washington

Largest Commercial Airport:¹
Seattle-Tacoma International

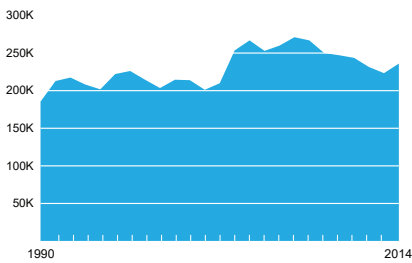
Population (Estimate):² **7,054,196**

Gross Domestic Product (\$Millions):³
\$423,795

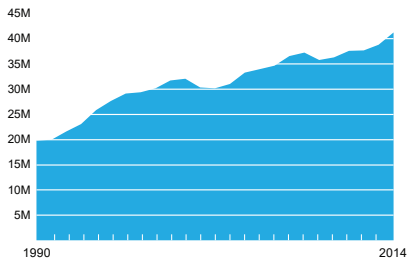
Contribution to Gross Domestic Product: **8.1%**

State Share of International Visitors to:⁴ **1.6%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	12	590,045	Freight (Tons)	Passengers
General Aviation	47	2,233,148	—	—
Reliever Airports	5	—	—	—
Total Aviation	64	2,823,193	650,700	41,228,247

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,716,664,635	\$1,538,939,134	26,008
▶ Airport Operations	\$1,456,857,146	\$471,742,246	9,069
▶ General Aviation	\$978,473,458	\$224,190,306	3,789
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$33,387,003,323	\$7,895,193,313	130,557
▶ Avionics Manufacturing	\$636,163,366	\$150,436,764	2,488
▶ Research & Development	\$5,109,768,141	\$1,670,319,934	27,744
▶ Air Courier	\$1,289,266,841	\$395,909,023	10,467
Indirect			
▶ Visitor Expenditures — Commercial	\$14,020,252,529	\$4,061,016,986	115,080
▶ Visitor Expenditures — General Aviation	\$287,158,776	\$83,176,581	2,357
▶ Travel Arrangements	\$392,454,157	\$112,764,022	2,383
Total Aviation	\$64,274,062,373	\$16,603,688,309	329,942

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$476,622,742	\$148,606,037	3,371

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$6,690,100	163
State-to-State	\$14,670,664,900	47,767
Exports	\$10,551,779,400	109,456
Total Enabling Effects	\$25,229,134,400	157,386



West Virginia

Largest Commercial Airport:¹
Yeager

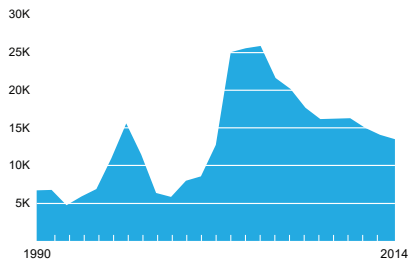
Population (Estimate):² **1,848,514**

Gross Domestic Product (\$Millions):³
\$74,148

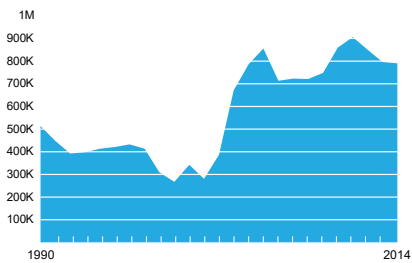
Contribution to Gross Domestic Product: **1.0%**

State Share of International Visitors to:⁴ **0.2%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	7	61,122	12,115	790,183
General Aviation	15	259,158	—	—
Reliever Airports	1	—	—	—
Total Aviation	23	320,280	12,115	790,183

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$111,637,667	\$22,605,911	457
▶ Airport Operations	\$54,841,041	\$16,618,858	396
▶ General Aviation	\$98,473,741	\$19,940,300	403
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$644,258,742	\$58,079,569	1,199
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$7,845,118	\$2,445,142	50
▶ Air Courier	\$93,520,199	\$27,319,305	830
Indirect			
▶ Visitor Expenditures — Commercial	\$584,573,698	\$157,562,077	4,930
▶ Visitor Expenditures — General Aviation	\$30,734,875	\$8,284,072	259
▶ Travel Arrangements	\$8,553,275	\$2,276,645	67
Total Aviation	\$1,634,438,358	\$315,131,879	8,591

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$73,340,887	\$22,065,478	559

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$201,005,100	2,140
Exports	\$877,877,800	8,823
Total Enabling Effects	\$1,078,882,900	10,963

Wisconsin

Largest Commercial Airport:¹

General Mitchell International

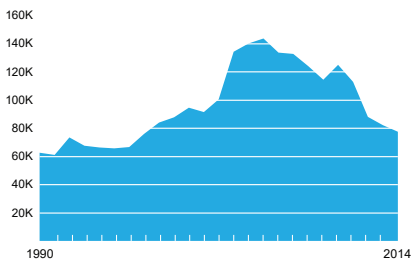
Population (Estimate):² **5,758,377**

Gross Domestic Product (\$Millions):³
\$291,754

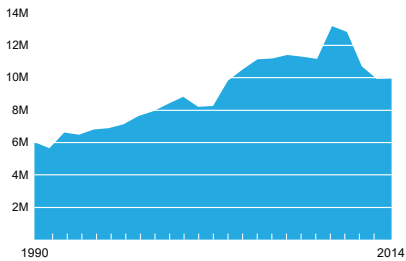
Contribution to Gross Domestic Product: **1.6%**

State Share of International Visitors to:⁴ **0.3%**

Number of Commercial Departures⁶



Number of Passengers⁶



ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
			Freight (Tons)	Passengers
Commercial Aviation	8	262,341	116,728	9,952,455
General Aviation	73	1,624,137	—	—
Reliever Airports	6	—	—	—
Total Aviation	87	1,886,478	116,728	9,952,455

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,318,435,648	\$297,938,618	6,991
▶ Airport Operations	\$367,176,198	\$120,300,740	2,681
▶ General Aviation	\$578,660,879	\$130,765,141	3,068
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$225,451,502	\$53,210,102	1,031
▶ Avionics Manufacturing	\$314,398,871	\$74,203,081	1,438
▶ Research & Development	\$225,389,402	\$73,677,829	1,423
▶ Air Courier	\$545,105,151	\$171,502,587	4,934
Indirect			
▶ Visitor Expenditures — Commercial	\$4,473,930,076	\$1,303,515,429	44,971
▶ Visitor Expenditures — General Aviation	\$206,322,725	\$60,113,782	2,074
▶ Travel Arrangements	\$85,265,757	\$24,591,376	580
Total Aviation	\$8,340,136,208	\$2,309,818,685	69,190

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT ⁷		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$175,555,038	\$57,524,815	1,315

ENABLING EFFECTS	TRADE FLOWS ⁸	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,355,275,300	28,557
Exports	\$5,986,948,500	94,177
Total Enabling Effects	\$7,342,223,800	122,734

Wyoming

Largest Commercial Airport:¹

Jackson Hole

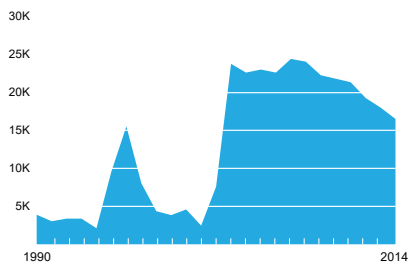
Population (Estimate):² **583,642**

Gross Domestic Product (\$Millions):³
\$42,021

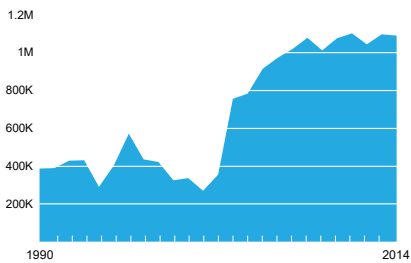
Contribution to Gross Domestic Product: **1.4%**

State Share of International Visitors to:⁴ **0.1%**

Number of Commercial Departures⁶



Number of Passengers⁶



AVIATION STATISTICS

ACTIVITY	AVIATION STATISTICS			
	Number of Airports ¹	Aircraft Operations ⁵	Commercial ⁶	
Commercial Aviation	10	51,568	17,998	1,091,248
General Aviation	23	257,337	—	—
Reliever Airports	0	—	—	—
Total Aviation	33	308,905	17,998	1,091,248

TOTAL ECONOMIC IMPACT⁷

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$158,731,562	\$33,807,611	758
▶ Airport Operations	\$99,224,600	\$32,181,565	741
▶ General Aviation	\$100,673,417	\$21,442,035	481
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$9,417,134	\$1,987,030	40
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$254,868,793	\$79,351,687	2,272
Indirect			
▶ Visitor Expenditures — Commercial	\$414,621,192	\$116,501,529	3,972
▶ Visitor Expenditures — General Aviation	\$29,047,474	\$8,161,848	278
▶ Travel Arrangements	\$13,934,194	\$3,877,739	109
Total Aviation	\$1,080,518,365	\$297,311,045	8,651

TOTAL ECONOMIC IMPACT⁷

TOTAL FAA SPENDING (FY 2014)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$48,896,291	\$16,131,850	357

TRADE FLOWS⁸

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$14,419,000	1,586
Exports	\$110,639,100	303
Total Enabling Effects	\$125,058,100	1,889



Appendix A Notes

1. U.S. Department of Transportation, Federal Aviation Administration. National Plan of Integrated Airport Systems (NPIAS). http://www.faa.gov/airports/planning_capacity/npias/
2. U.S. Department of Commerce, Bureau of the Census. Annual Estimates of the Resident Population: July 1, 2014. <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
3. U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Accounts. <https://www.bea.gov/regional/index.htm>
4. U.S. Department of Commerce, International Trade Administration. Office of Travel and Tourism Industries. <http://tinet.ita.doc.gov/>
5. U.S. Department of Transportation, Federal Aviation Administration. Terminal Area Forecast (TAF). <https://taf.faa.gov/>
6. U.S. Department of Transportation, Bureau of Transportation Statistics. T-100 Segment Database.
7. Total economic impact is the sum of primary plus secondary impacts.
8. U.S. Department of Transportation, Federal Highway Administration. Freight Analysis Framework, Versions 4.2 and 4.3. http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/

Glossary of Economic Terms

Earnings

Wages and salaries and other labor income, such as overtime, benefits, and proprietors' income, paid to all employed persons by employers for a given unit of work or time. The Bureau of Labor Statistics (BLS) publishes earnings data.

Employment (Jobs)

Employment is the implicit or explicit contractual relationship which exists between an employer and employee, whereby the employee voluntarily agrees to provide work effort to the employer in exchange for cash or in kind remuneration.¹ The BLS is responsible for collecting and publishing data on the number of employed within the United States. According to the BLS: "Employment data refer to persons on establishment payrolls who received pay for any part of the pay period that includes the 12th day of the month. Data exclude proprietors, the unincorporated self-employed, unpaid volunteer or family workers, farm workers, and domestic workers. Salaried officers of corporations are included. Government employment covers only civilian employees; military personnel are excluded. Employees of the Central Intelligence Agency, the National Security Agency, the National Imagery and Mapping Agency, and the Defense Intelligence Agency also are excluded."²

Enabling Impact

Enabling impact is the economic impact on employment and income generated by economic activities that are dependent on the availability of air transportation services.³

FAA Spending

FAA spending includes FAA expenditures on payroll, non-payroll (including facilities and equipment, operations, research),

and grants issued through the Airport Improvement Program (AIP).

Gross Domestic Product

Gross domestic product (GDP) is the dollar measure of overall economic production during a given period of time. It is the current-dollar value of all final goods and services produced within a country during a specified time period, such as a year or quarter. These goods and services include consumption, investment, government expenditures, and exports. GDP can also be viewed in value-added terms as the sum or aggregate of value added over each stage of production over the entire economy. The Bureau of Economic Analysis (BEA) publishes annual and quarterly measures of GDP.

Gross Output

For an industry, gross output is the dollar value of goods or services produced by the industry and made available for use outside that industry during a specified time period.⁴ It is measured as total sales or receipts, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories; or, equivalently, as value added, plus goods and services purchased for use in production. For an entire nation, total gross output is equal to total intermediate inputs plus GDP. Therefore, total gross output exceeds GDP. The BEA publishes annual national- and industry-level estimates of gross output.

Induced Impact

Induced impacts result from expenditures identified in the measurement of primary impacts, as well as spending by employees.

Input

The total monetary value of goods and services consumed or used to produce a final good or service including capital, labor, energy, materials, and services.

Multipliers

Multipliers measure the impact of particular spending on the rest of the economy. In particular, these coefficients gauge the effects of spending on output, earnings, and employment. The BEA publishes industry-level multiplier estimates.

Output

Output is the current-dollar production of goods or services by a production unit and measured by total sales or receipts of that unit, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories.

Primary Direct Impact

Primary direct impact refers to expenditures on air transportation, air transportation support services, and civil aviation-related manufacturing.

Primary Impact

Primary impact refers to expenditures on air transportation and supporting services; aircraft, aircraft engines, and parts manufacturing; and travel and other trip-related expenditures by travelers using air transportation.

Primary Indirect Impact

Primary indirect impact refers to expenditures of air passengers on travel-related goods and services, other than airfares and associated charges paid directly to airlines or travel arrangers.

Recession

A recession is the period between an economic peak and an economic trough and is characterized by a significant decline in economic activity

across the economy, lasting from a few months to more than a year. The timing of economic peaks and troughs are based on measures of economic activity such as real GDP, employment, retail sales, and industrial production.⁵ Recessions are declared by the Business Cycle Dating Committee of the National Bureau of Economic Research (NBER). The most recent U.S. business-cycle contraction or recession officially began in December 2007 and ended in June 2009.

Secondary Impact

Secondary impact is used interchangeably with Induced Impact.

Total Economic Activity

Total economic activity is a term used interchangeably with Gross Output.

Total Impact

Total impact is the sum of primary and induced impacts.

Value Added

Value added refers to the current dollar contribution into production by an individual producer, industry or sector during a specified time period. It is measured as the difference between gross output and goods and services purchased for use in production. (These purchased goods and services are also called input purchases or intermediate inputs.) Equivalently, value added consists of employee compensation, production-related taxes, imports less subsidies, and gross operating surplus. Value added can be summed or aggregated across individual producers over an entire sector, industry or nation; at the national level, total value added equals GDP. The BEA publishes national- and selected sector-level annual and quarterly measures of value added, as well as selected annual industry measures.

Glossary Notes

1. United Nations. 2008. System of National Accounts, 2008. P. 136.
2. U.S. Department of Labor, Bureau of Labor Statistics. 2011. Handbook of Methods. March 2011.
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